WARD RESEARCH

GAUGING PUBLIC REACTION TO PROPOSED TRANSPORTATION SOLUTIONS

A Telephone Survey among Oahu Residents

Prepared for:

OAHU METROPOLITAN PLANNING ORGANIZATION

March 2006

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EXECUTIVE SUMMARY

GAUGING PUBLIC REACTION TO PROPOSED TRANSPORTATION SOLUTIONS

A Telephone Survey among Oahu Residents

EXECUTIVE SUMMARY

This summarizes findings of a telephone survey conducted January 16-27, 2006 among 403 Oahu residents and an additional 100 each of Waianae, Waimanalo and Ewa/Kapolei residents. [1] The maximum sampling error for n=403 is ± 4.9% and, for n=100, ± 9.85, at the 95% level of confidence.

Oahu Congestion Perceived as Serious

- There is widespread agreement (over 80%) that traffic congestion "is a serious problem" on Oahu, especially in (a) the urban corridor from Kahala to Pearl City, and (b) in Leeward Oahu. The perception of serious congestion is very strong in the **Ewa/Leeward** area, where over 90% of residents believe that traffic in Ewa/Leeward "is a serious problem."

- Most residents do not feel that Oahu roads are well maintained, with greatest dissatisfaction with road maintenance found in East Honolulu. Residents feel more positively toward *TheBus*, however, with almost two-thirds agreeing that bus service on Oahu is adequate.

- If road-widening projects were undertaken to ease traffic concerns, residents' top priorities consist of (1) widening the **H-1 in the urban corridor** between Kahala and Pearl City, and in (2) widening Farrington Highway throughout its length, from Waipahu to Makaha. Not surprisingly, though, these priorities differ from region to region.

  - Residents in *Aiea/Pearl City* felt that widening the **H-1** from Pearl City to Kahala was most important, while *Ewa* residents preferred widening **Farrington Highway** from Waipahu to Kapolei.

  - Residents in *Waianae* – one of three "areas of interest" sampled in the study -- overwhelmingly prefer that **Farrington Highway** on the Leeward Coast be widened.

[1] The samples of 100 each were needed to increase reliability in three areas of interest relative to transportation services.

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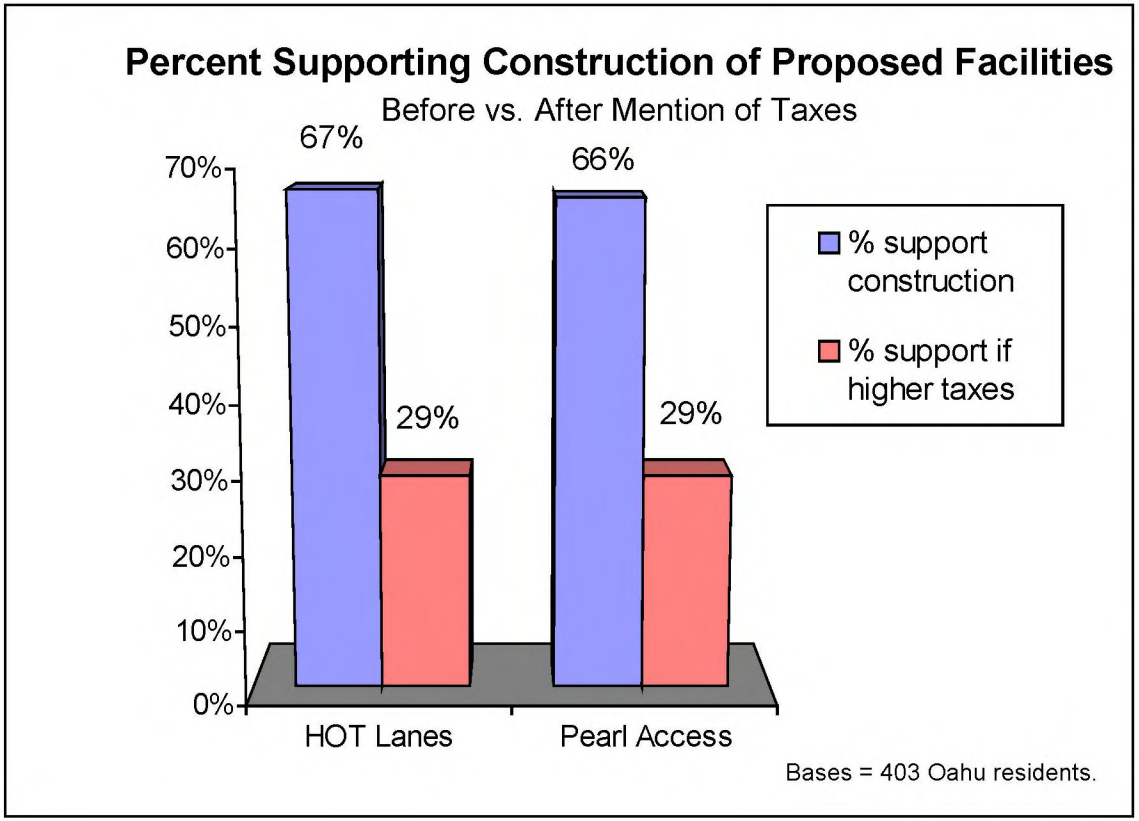
Proposed Construction: HOT Lanes & Pearl Harbor Bridge/Tunnel



The majority of residents support construction of (a) High Occupancy Toll (HOT) lanes from Ewa to downtown, and (b) a toll-funded bridge or tunnel across Pearl Harbor connecting Ewa with Honolulu, *provided* that toll charges are affordable.

The public is not willing, however, to pay increased taxes to fund construction. In both cases, support drops sharply to 29% of residents if higher taxes are necessary to build the facilities.

- If HOT Lanes are built, almost half (47%) of residents planned to utilize them on a regular basis i.e., daily, weekly or monthly. Asked about the Pearl Harbor access, 37% said they would use it regularly.
- Both projects will likely serve high proportions of West and Central Oahu residents. Over half of residents in Aiea/Pearl City, Ewa/Kapolei and Central Oahu said they would use HOT lanes regularly. Relative to the Pearl Harbor facility, two-thirds of Kapolei residents said they would use this route on a regular basis.

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Reaction to Toll Charges for HOT Lanes & Pearl Harbor Bridge/Tunnel

- The maximum acceptable price point for toll charges appears to be $1 to $2. Sixty-three percent (63%) of those likely to use HOT Lanes would reportedly pay $1-$2 for usage, and nearly all residents would pay tolls of under $1. But at $2 and above, less than half would use the HOT facility.

- Toll acceptance for the Pearl Harbor facility shows a similar pattern. At $1, 71% of likely users would pay to drive through Pearl Harbor. Over 90% would pay under $1, but less than half would pay $2 or more.

Secondary Access Routes

- Of the six secondary routes tested, the public left no doubt that the most beneficial would be a second access road to the **Waianae Coast**. No other second route – to Mililani Mauka, the North Shore, Makakilo, Pacific Palisades or to Wahiawa – came close to a Waianae access route in perceived benefit to residents.

Bikeways as a Priority

- Building bikeways is not a high priority for residents, only 37% of whom felt that the bicycle master plan should be put in place. There is no majority support for giving up current capital projects in favor of bikeway construction. The most expendable projects would be beautification efforts, which more residents were reportedly willing to give up than they would other projects to build bikeways.

Using the Rail Rapid Transit (RRT)

- Nearly 60% of Oahu residents would reportedly use the Rail Rapid Transit when constructed, and 37% will use it on a regular basis i.e., daily, weekly or monthly. Forty percent (40%) said they would never use the RRT system.

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- The system will serve primarily West Oahu areas, where predicted usage rates would be higher than in Honolulu. Over half of residents in Aiea/Pearl City and in Kapolei said they would use the RRT, compared to 39% in Honolulu.

- The RRT would eventually have a significant impact on road traffic, this study suggests. Over one in three current drivers (driving to work or to school) said they would ride the RRT regularly.

- Oahu traffic and, in particular, congestion in Ewa/Kapolei, remains a key concern of residents. The key priorities are: (1) road-widening of the H-1 in the Honolulu corridor; and (2) widening Farrington Highway in Kapolei and Waianae.

  Relative to Rail Rapid Transit, over one-third of Oahu residents indicated that they would use the system on a regular basis.

  There is also majority support for the concepts of HOT lanes from Ewa to downtown and for a Pearl Harbor bridge or tunnel, but not for funding construction via higher taxes. Drivers, however, are willing to pay moderate toll charges of up to $2 to use these facilities. Above $2, most users would be reluctant to use either facility.

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RESEARCH OBJECTIVES

In April 2004, the Oahu Metropolitan Planning Organization (OMPO) began its work on the 2030 Oahu Regional Transportation Plan (ORTP) update. As part of the planning process for Oahu, OMPO developed a community outreach program (COP) to guide the public involvement process, including two surveys of Oahu residents. In August 2004, the initial survey exploring Oahu attitudes about transportation issues was conducted. In October 2005, OMPO commissioned the second survey, implemented in January 2006, which had as its primary objective:

TO EXPLORE PUBLIC REACTIONS TO ALTERNATIVE SOLUTIONS AND IDEAS PROPOSED FOR THE 2030 OAHU REGIONAL TRANSIT PLAN (ORTP).

Specifically, the research sought to address the following questions:

- How do residents react to solutions (such as road-widening, HOT lanes, 2nd access to communities) proposed for the 2030 ORTP?
- What solutions do they favor, and which do they oppose?
- How do they feel about raising taxes to pay for these improvements?
- How frequently do they see themselves using Rapid Rail Transit, once built? and
- How big of a priority are bikeways on Oahu vis-à-vis other transportation projects?

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RESEARCH METHODS

The telephone survey was conducted January 16-27, 2006 among (a) n=403 cross-sectional Oahu residents; and (b) an additional 104, 100 and 101 from Waianae, Waimanalo and Ewa/Kapolei, respectively, for a total of 708. The purpose of oversampling was to obtain reliable samples for analysis from OMPO-designated "communities of interest." The maximum sampling error for the n=403 cross-section is ± 4.9% at the 95% confidence level, and, for each oversample, ±9.6%, ±9.8% and ±9.7%.

In the cross-sectional sample of 403, approximate geographic representation was achieved in the calling phase, with each major region proportionately distributed, as follows:

SAMPLE DISTRIBUTION BY REGION			
Region	***Respondents***	***% of Respondents***	***% of Oahu Population***
Urban Honolulu	111	27.6%	31.8%
Windward	47	11.6%	13.5%
Aiea/Pearl City	72	17.9%	16.5%
Ewa/Leeward	52	14.9%	12.5%
Central Oahu	77	19.0%	16.8%
East Honolulu	21	5.3%	5.3%
North Shore	15	3.7%	3.8%
	403	100%	100%

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Weighting the Oahu Cross-Sectional Sample

In the telephone phase, the research firm established quotas to obtain a representative balancing by ethnic segments on Oahu (see also "Profile of Respondents" on p. 81). The data, then, was weighted to correct an under-representation of adults 18-34 in the sample of decision-makers, as determined by the 2000 U.S. Census.

WEIGHTING OAHU AGE DISTRIBUTION		
	Unweighted Sample	Weighted Sample
Age Category	%	%
18-24	4.5%	13.4%
25-34	13.9%	19.4%
35-44	21.2%	20.5%
45-54	21.2%	21.5%
55-64	18.2%	11.6%
65+	21.0%	13.6%
Refused	---	---
Oahu Total	**100%**	**100%**

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Weighting the Regional Samples

In addition, ethnic quotas were established during the calling phase for each of the three additional samples (Waianae, Waimanalo, Ewa/Kapolei). After calling, they were weighted to correct the under-representation of adults 18-24 and 25-34.

WEIGHTING AGE DISTRIBUTION IN OVERSAMPLED AREAS						
	Ewa/Kapolei		**Waianae**		**Waimanalo**	
Age Category	Unweighted	Weighted	Unweighted	Weighted	Unweighted	Weighted
18-24	5.8%	12.1%	11.0%	16.6%	6.9%	13.4%
25-34	14.4	26.1	13.0	19.8	5.0	16.7
35-44	27.9	26.4	19.0	21.8	16.8	21.4
45-54	20.2	14.6	21.0	18.2	18.8	17.3
55-64	17.3	8.9	20.0	11.2	25.7	12.6
65+	12.5	10.1	16.0	12.3	22.8	14.6
Refused	1.9	1.9	---	---	4.0	4.0
Oahu Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Questioning

All questions were designed by OMPO and its consultant team in consultation with Ward Research. Questioning averaged 13 minutes, 43 seconds in length.

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Data Collection Procedures

All telephone interviewing was conducted from the Ward Research Calling Center in downtown Honolulu from 5 pm to 9 pm weekdays, and from 9 am to 5 pm on weekends. This Calling Center uses Computer-Assisted Telephone Interviewing (CATI) technology, which allows for 100% monitoring of calls through electronic and observational means.

Respondents were called using random-digit dialing (RDD) in which phone numbers are generated using random numbers. In this way, both listed and unlisted residents are dialed.

Up to five (5) attempts are made to reach each phone number, with the attempts programmed in the CATI system to occur at different times of the evenings and weekend hours.

Completed surveys were processed using SPSS/Windows for easy cross-tabulation by key variables such as area of residence, age segment, ethnic background, gender, etc.

Results of the survey are discussed next. Statistical banner tables follow the narrative, presenting full study cross-tabulation data. In the banner tables, cross-tabulation data significant at the $p \leq .05$ level has been outlined for easy review of statistically significant findings.

Additional attention was paid to the regional sample data from three areas of interest: Ewa/Kapolei, Waianae, and Waimanalo.

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Reactions to Proposed Transportation Solutions on Oahu
Survey Findings

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I. TRAFFIC CONGESTION AND ROAD-WIDENING ON OAHU

The telephone survey was conducted January 16-27, 2006 among n=403 cross-sectional Oahu residents, and approximately n=100 each from Ewa/Kapolei, Waianae and Waimanalo, for a total of 708. The maximum error for the Oahu cross-section is ±4.9% at the 95% confidence level, and for each regional sample of 100, ± 9.8%.

Traffic Congestion on Oahu

Traffic congestion remains a serious problem island-wide, said the great majority of residents in response to a series of questions asked as follows:

"I will read you a series of statements and please tell me if you strongly agree, agree somewhat, disagree somewhat or strongly disagree with each. First, traffic congestion is a serious problem…?

- *On Oahu*
- *Between Kahala and Pearl City*
- *In Leeward Oahu*
- *In Central Oahu and the North Shore*
- *In East Honolulu*
- *In Windward Oahu."*

From a cross-section of Oahu residents:

- 83% agreed strongly that congestion is a serious problem, generally, on **Oahu**.
- 70% agreed strongly that it is a serious problem **between Kahala and Pearl City**.
- 69% agreed strongly that it is a serious problem in **Leeward Oahu**.

(See next graph)

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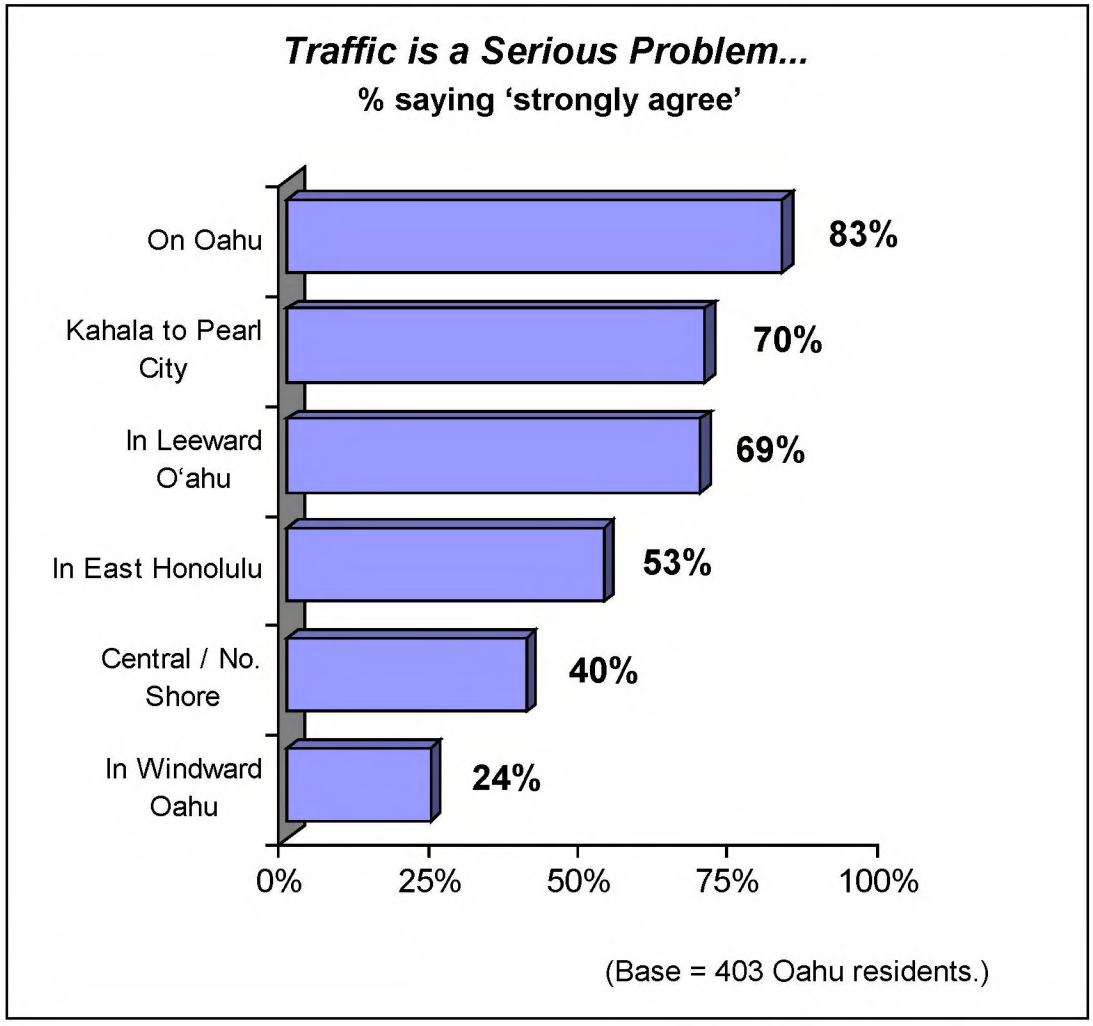
Traffic Congestion is a Serious Problem

Concern is focused primarily in Ewa and Leeward traffic, with traffic in Windward and in Central Oahu (Mililani to North Shore) of less concern to Oahu residents, overall.

Traffic in East Honolulu and Windward areas rank well below urban and Leeward traffic, based on the proportion saying congestion in these areas "is a serious problem."



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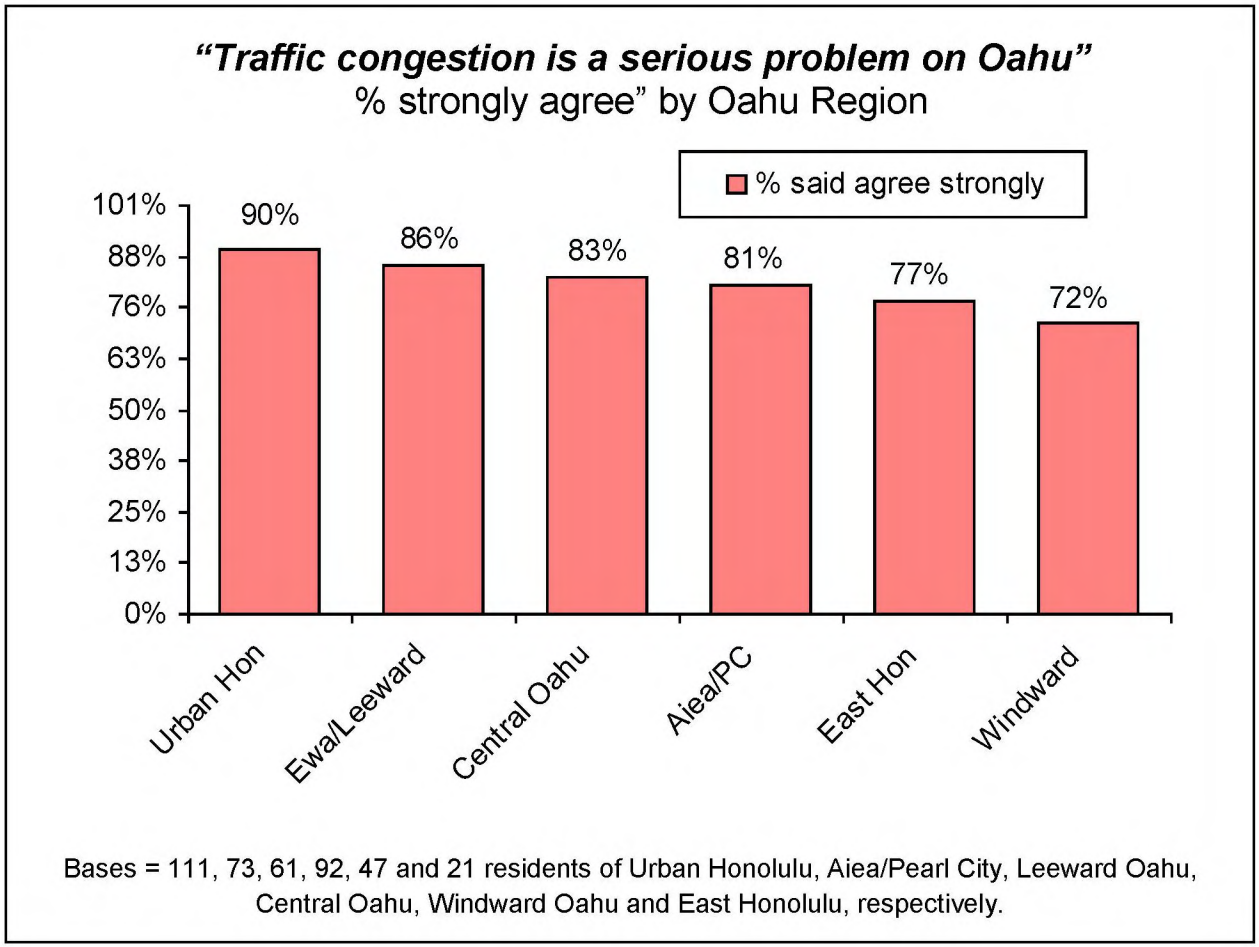
Traffic Congestion on Oahu: by Oahu Region

All communities show majority agreement with the statement that "*traffic congestion is a serious problem on Oahu*."



Bases = 111, 73, 61, 92, 47 and 21 residents of Urban Honolulu, Aiea/Pearl City, Leeward Oahu, Central Oahu, Windward Oahu and East Honolulu, respectively.

- Differences between regions were not found to be statistically significant at the $p < .05$ level of confidence.

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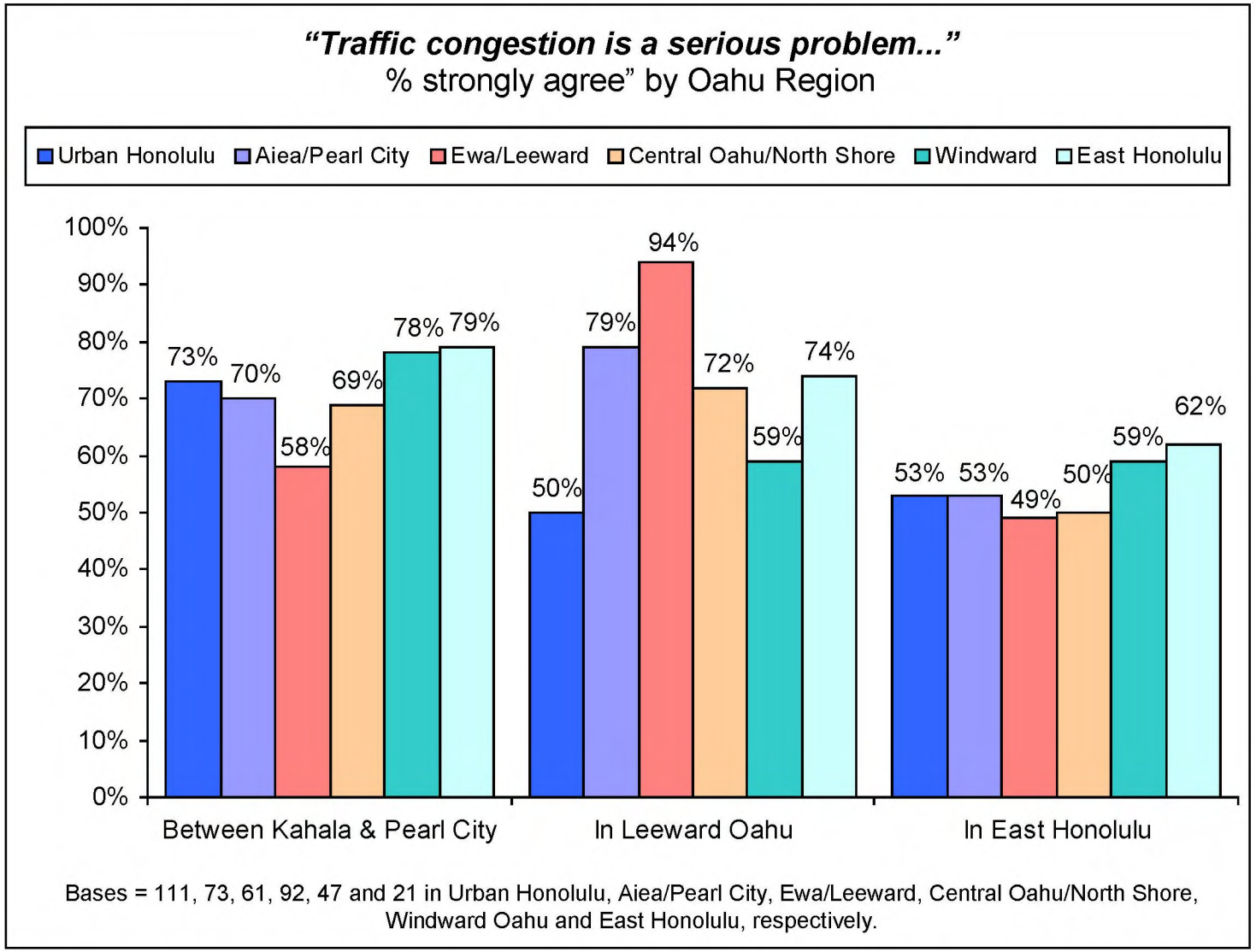
Traffic Congestion in Specific Areas: by Oahu Region

Differences were seen among the key regions in the proportions agreeing strongly that congestion is "*a serious problem*" (a) between Kahala and Pearl City, (b) in Leeward Oahu, and (c) in Central Oahu and the North Shore.



Bases = 111, 73, 61, 92, 47 and 21 in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central Oahu/North Shore, Windward Oahu and East Honolulu, respectively.

The biggest perceptual gap exists relative to **Leeward traffic**, specifically. Almost <u>all</u> Ewa/Leeward residents (94%) consider this to be "*a serious problem*," compared to only 50% of Urban Honolulu residents.

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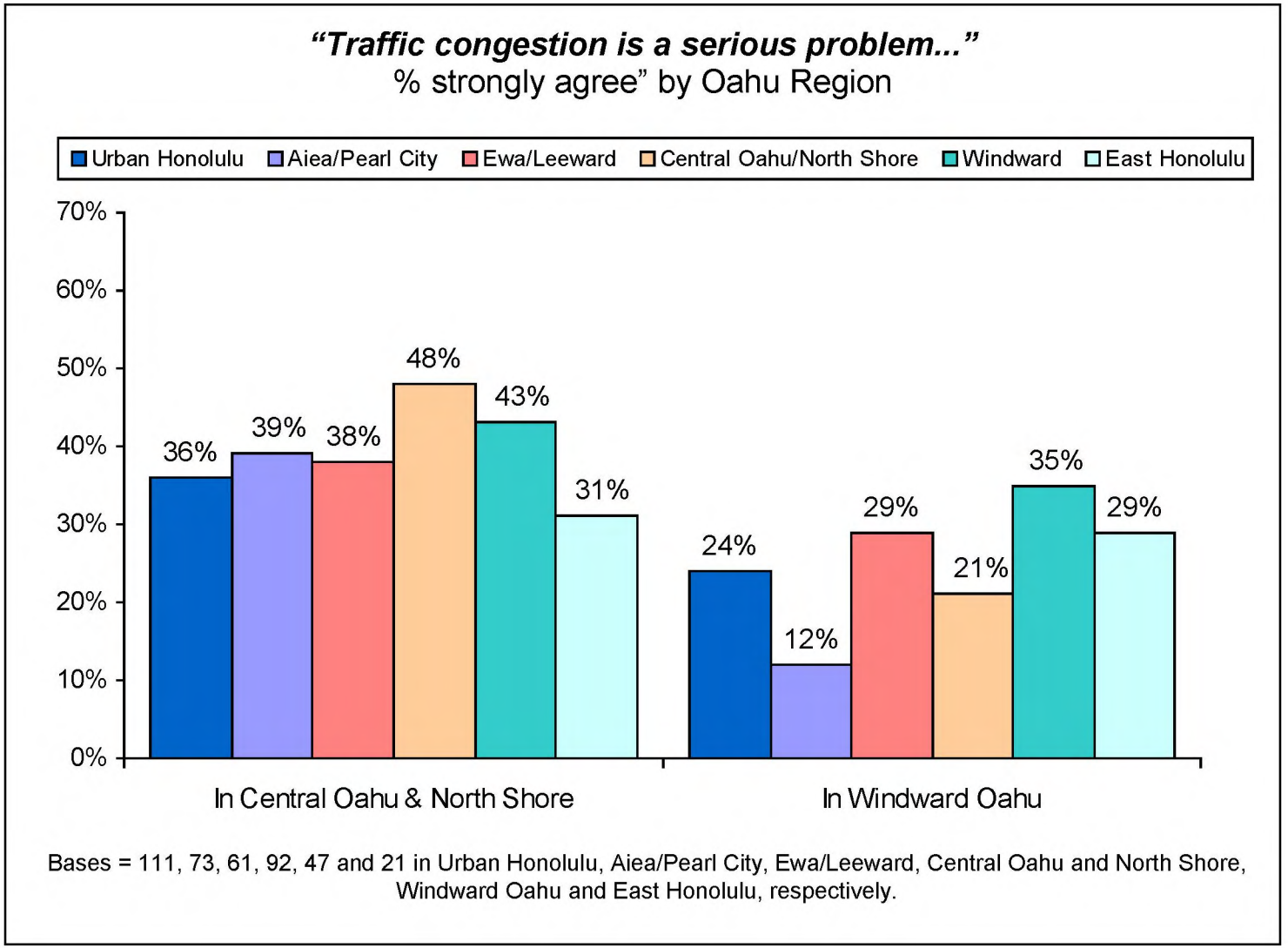
Traffic Congestion in Specific Areas: by Oahu Region (continued)

Across the board, fewer see Windward congestion as a serious problem compared to congestion in Central Oahu.

- No statistical differences were seen between the key regions relative to traffic congestion in East Honolulu and in Windward Oahu.



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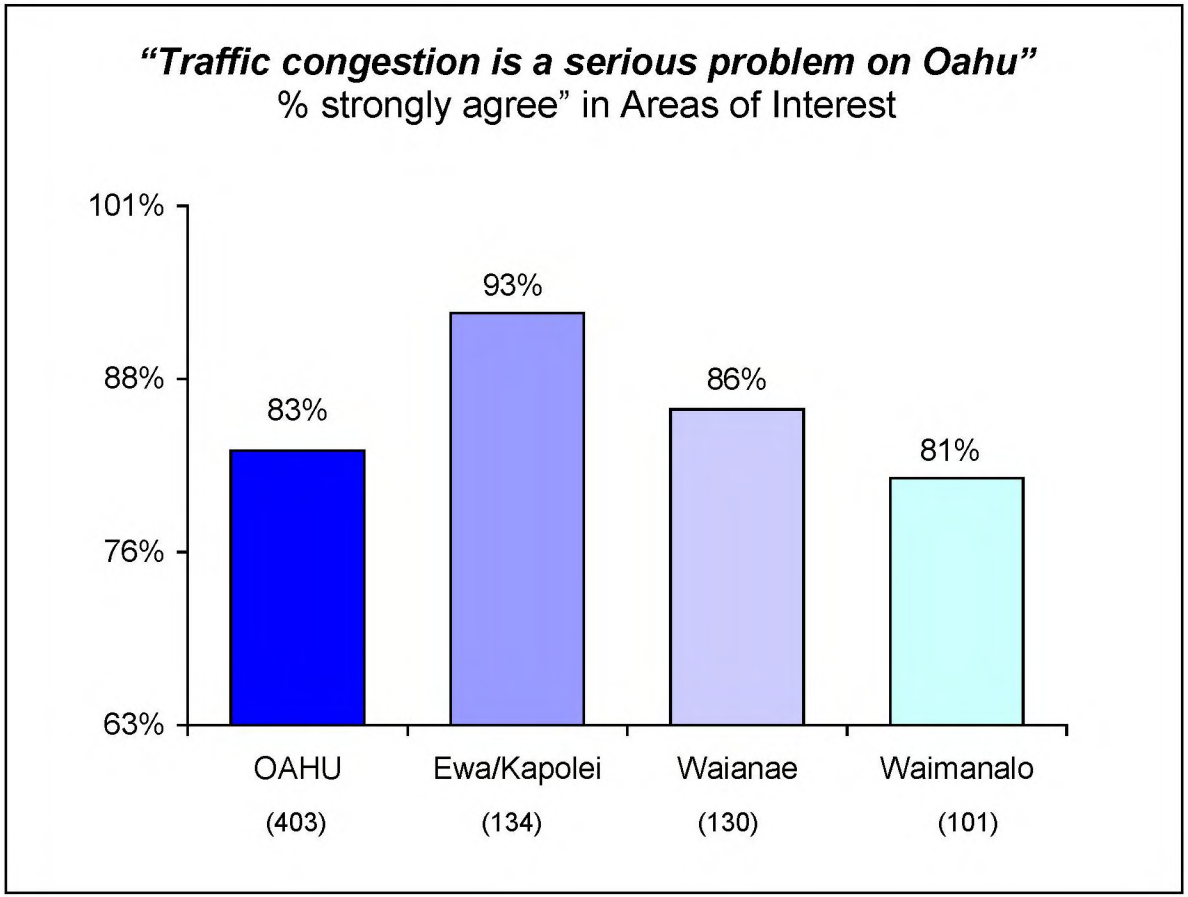
Traffic Congestion on Oahu: by Area of Interest

Recall that three communities – Ewa/Kapolei, Waianae and Waimanalo -- were oversampled to attain statistically reliable bases of respondents in these areas of interest.

In **Ewa/Kapolei,** there is 93% strong agreement that that island-wide congestion *"is a serious problem."*



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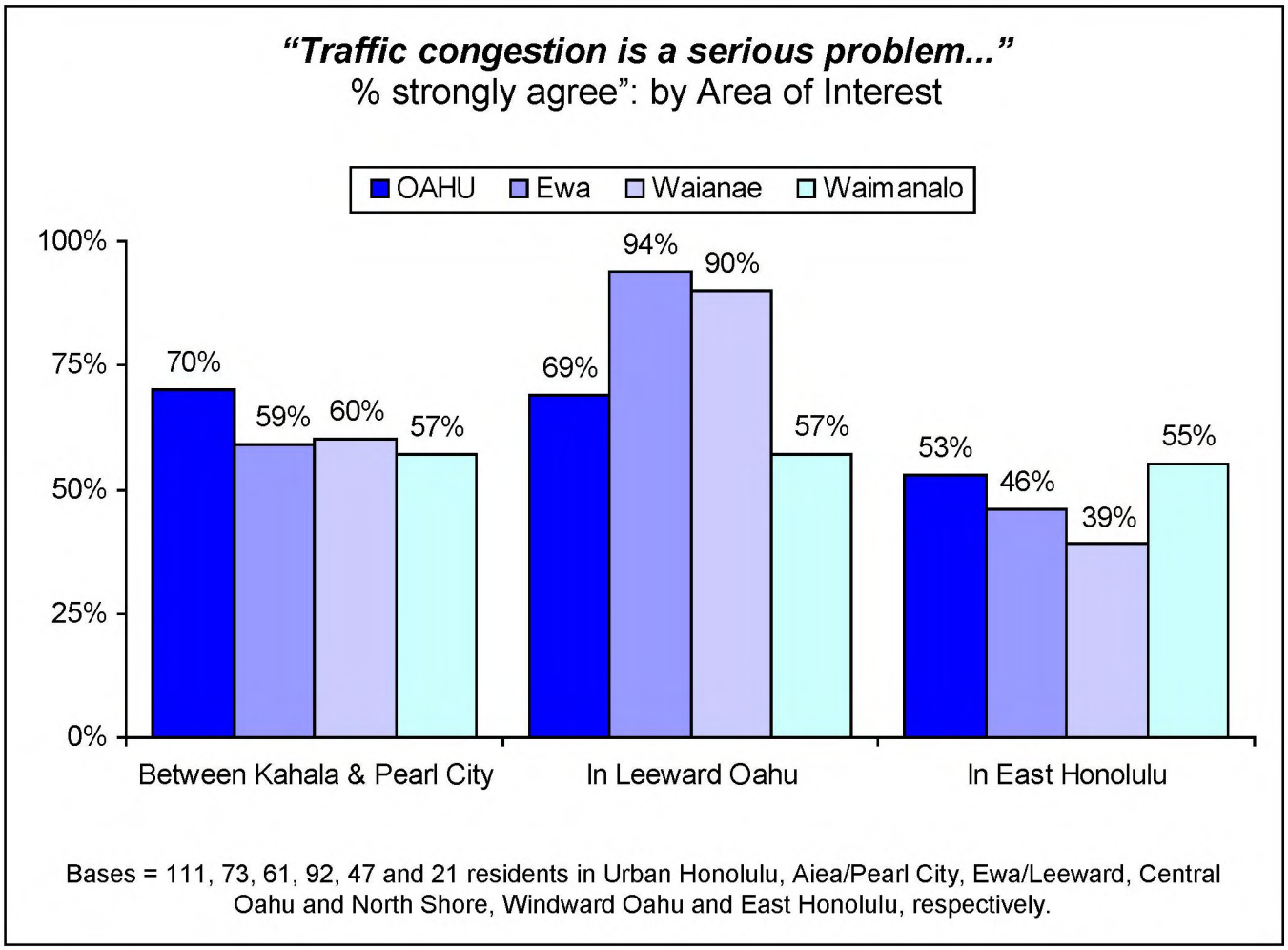
Traffic Congestion in Specific Areas: by Area of Interest

In the areas of interest, Ewa/Kapolei (94%) and in Waianae residents (90%) are much more concerned about Leeward congestion, overall, than are Oahu residents as a whole (69%).

Ewa and Leeward residents, however, are relatively less concerned with traffic in other parts of Oahu.



Bases = 111, 73, 61, 92, 47 and 21 residents in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central Oahu and North Shore, Windward Oahu and East Honolulu, respectively.

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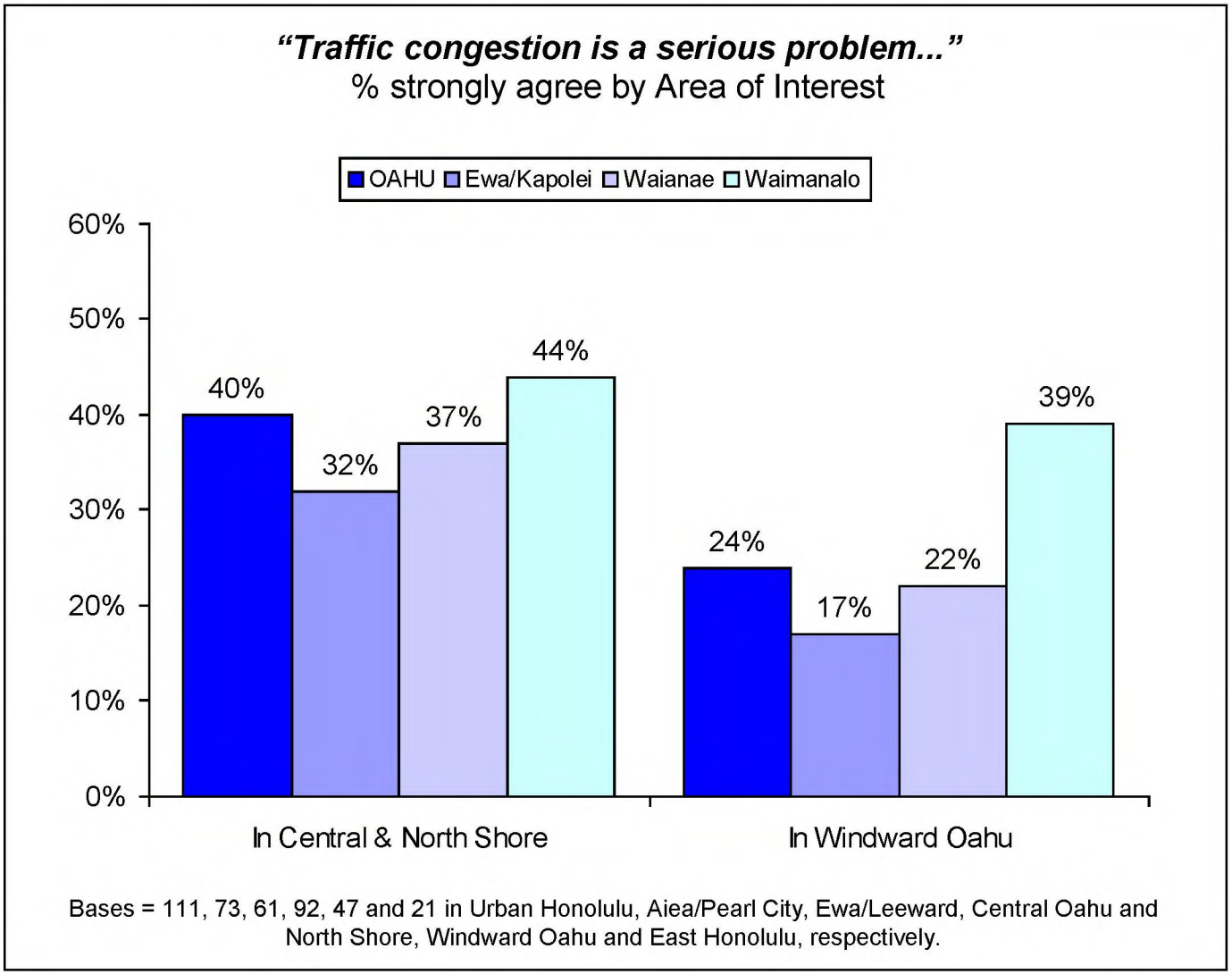
Traffic Congestion: by Area of Interest (continued)



Bases = 111, 73, 61, 92, 47 and 21 in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central Oahu and North Shore, Windward Oahu and East Honolulu, respectively.

Concern over Windward traffic is higher in Waimanalo, overall, than in other areas of interest.

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Other Subsamples[2]

By Means of Transportation: Those who drive their own vehicle to work or school perceive traffic issues differently than those who ride *TheBus* regularly.

- More drivers than bus riders agreed strongly that "*traffic is a serious problem on Oahu*," 84% to 74%.
- More bus riders than drivers agreed (strongly or somewhat) that traffic is a serious problem in Windward Oahu, 57% to 50%.

By Household Income:

- Fewer moderate-income (<$35,000) households (61%) agreed strongly that Leeward congestion is a serious problem than did those in households earning $35,000-$75,000 (72%) and those earning $75,000 or more (71%).
- But more moderate-income households (27%) than those in households earning $35,000-$75,000 (26%) and those earning $75,000+ (15%) agreed strongly that Windward congestion is a serious problem.

By Age:

- Residents aged 35 or older generally perceive traffic congestion more negatively than do younger residents 18-34. In the younger group, 69% strongly agreed that "*traffic congestion is a serious problem on Oahu*," versus 91% of residents 35-54 and 89% of those 55+.

The next section continues discussion of transportation issues on Oahu.

[2] Differences between these subsamples were found to be statistically significant at the p ≤.05 level, based on tests of statistical significance.

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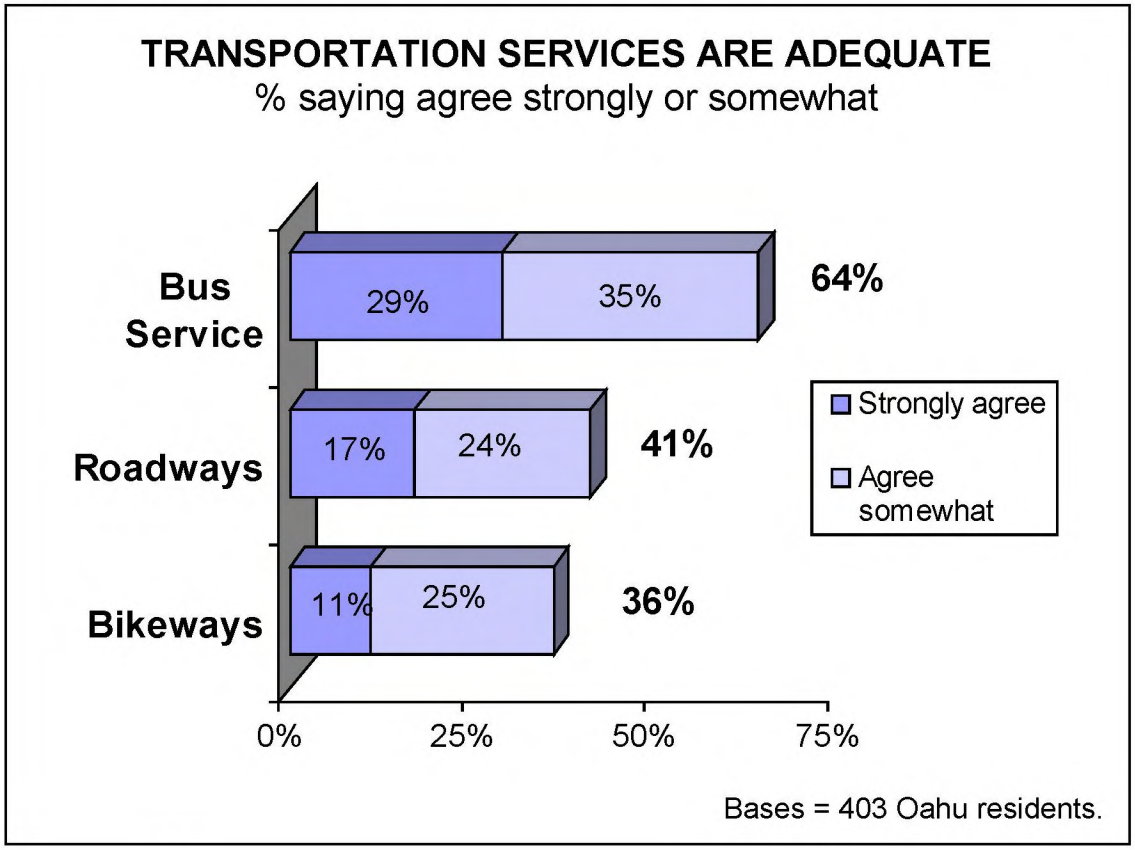
II. ADEQUACY OF EXISTING TRANSPORTATION SERVICES

Most residents do not feel that Oahu's roads are well maintained for drivers, but view Oahu's *TheBus* service as adequate, based on the following:

"*Please tell me if you strongly agree, agree somewhat, disagree somewhat or strongly disagree with each statement. First…?*

- *The existing roadway system is adequately maintained*
- *The existing bus service is adequate.*
- *The existing bikeways are adequate"*

- Under half of residents agreed – strongly (17%) or somewhat (24%) – that *"the **existing roadway system** is adequately maintained."* Over half (59%) disagreed with this statement.
- By comparison, two-thirds of residents agreed – strongly (29%) or somewhat (35%) – that Oahu's **bus service** is adequate.
- About one-third (36%) felt that "*existing **bikeways** are adequate*."



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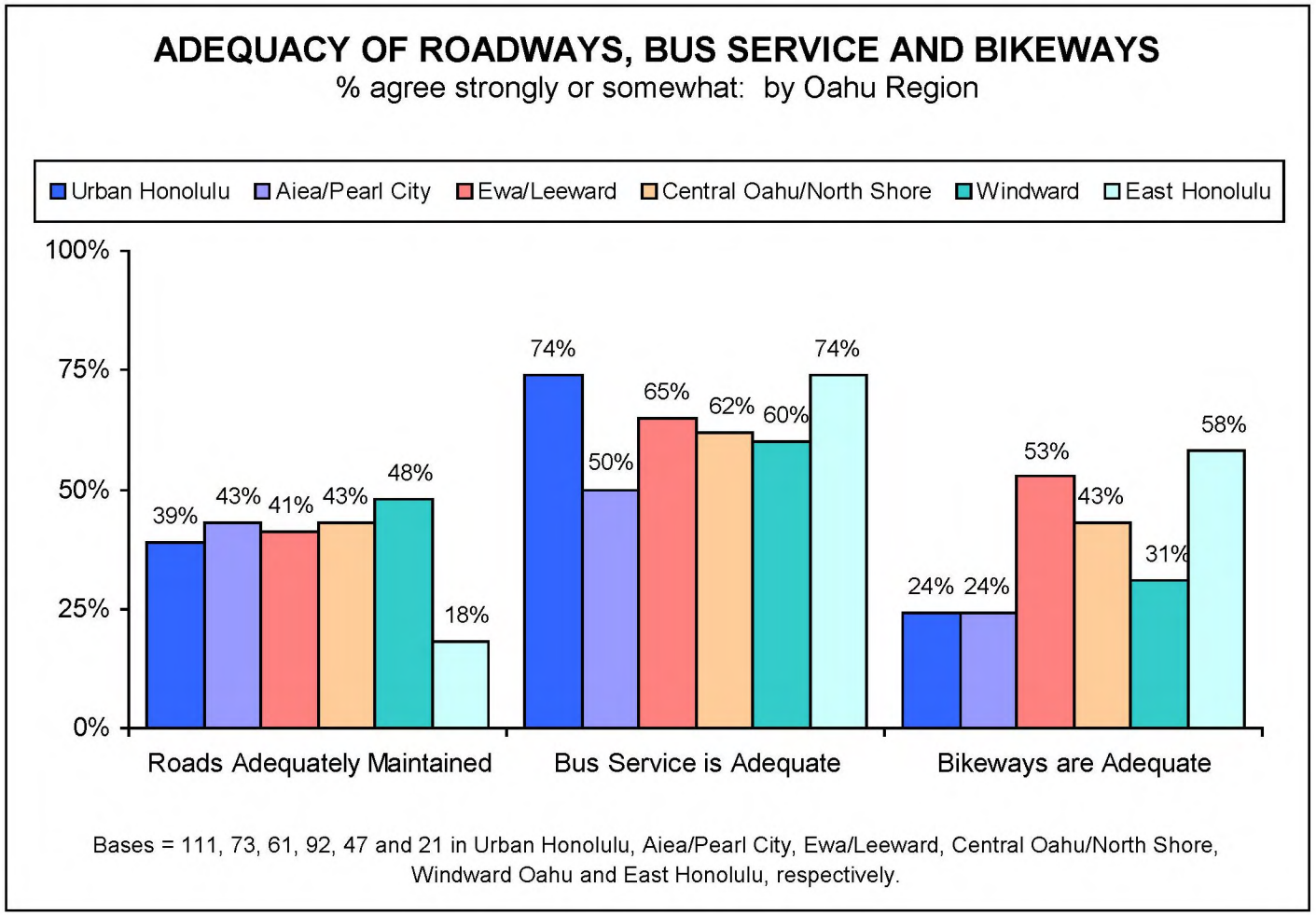
Existing Roadways: by Oahu Region[3]

Low satisfaction with road maintenance is consistent across Oahu. Less than half of residents in all key areas agreed (strongly or somewhat) that "*the existing road system is adequately maintained.*" Agreement is lowest in **East Honolulu** (18%) and in **Urban Honolulu** (39%), and is highest in **Windward Oahu** (48%) (see graph below).

- Across-the-board satisfaction is highest relative to *bus service*. Over half in every region agreed (strongly or somewhat) that it is adequate, and no statistical differences were found between them.
- Agreement that "*existing bikeways are adequate*" was highest in **East Honolulu** (58%) and lowest in **Urban Honolulu** (24%).



[3] Differences based on area of residence were found to be statistically significant at the p ≤.05 level, based on tests of statistical significance.

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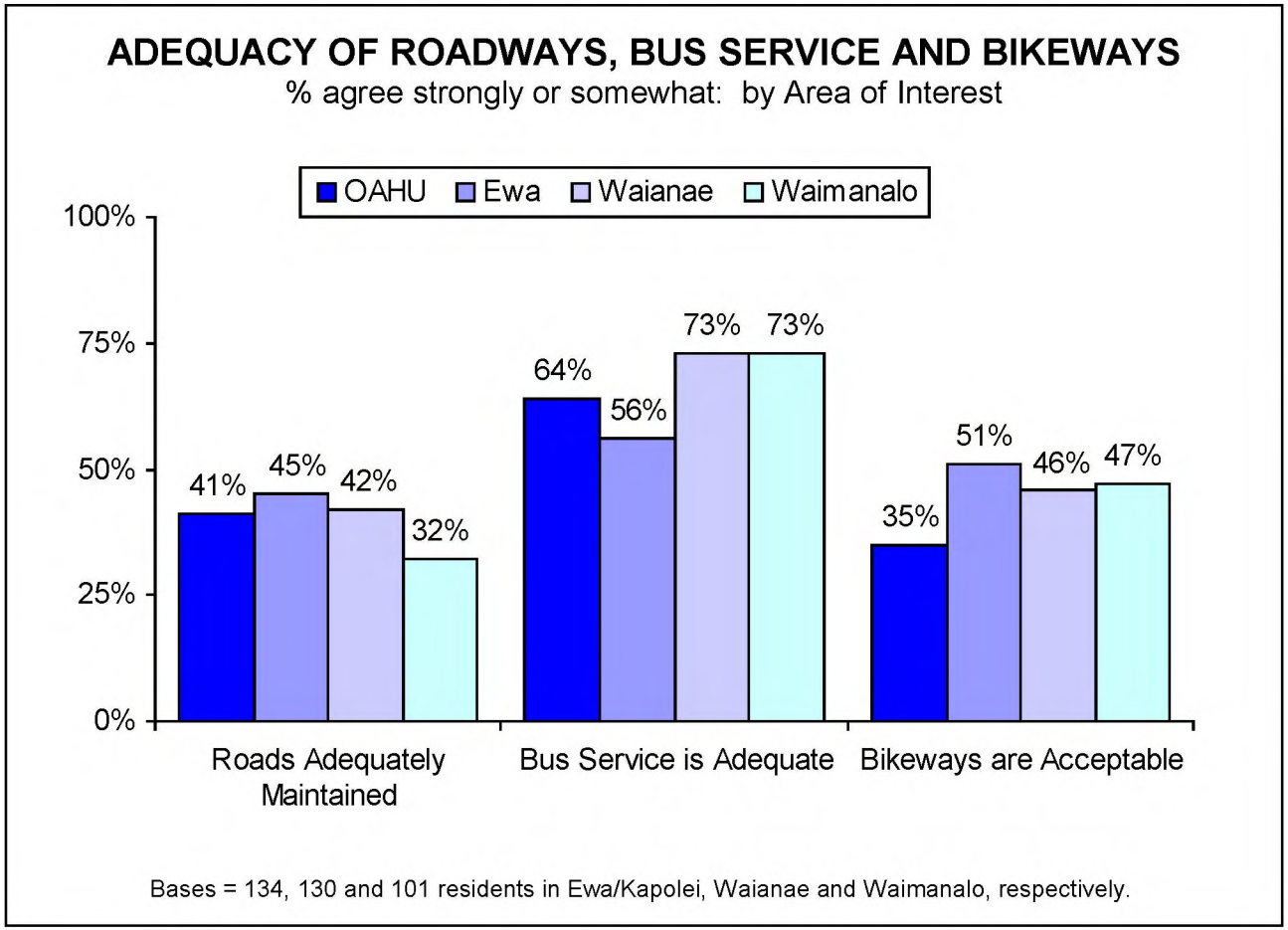
Adequacy of Existing Services: by Area of Interest[4]

Dissatisfaction with Oahu's road maintenance is especially high in Waimanalo, where only one-third (32%) agreed that the roads are "adequately maintained."



Bases = 134, 130 and 101 residents in Ewa/Kapolei, Waianae and Waimanalo, respectively.

- Over half in these areas felt that *bus service* is adequate, with more agreement in Waianae and Waimanalo (each 73%) than in Ewa (57%).
- Half of residents in Ewa (51%), Waianae (46%) and Waimanalo (47%) agreed that Oahu bikeways are adequate.

[4] Differences based on area of residence were found to be statistically significant at the p ≤.05 level, based on tests of statistical significance.

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Other Subsamples[5]

By Means of Transportation:

- The biggest difference between drivers (driving their own vehicle to work or school) and bus riders exists over whether the "*existing roadway system is adequately maintained.*" Twice the proportion of drivers (63%) as bus riders (28%) disagreed (strongly or somewhat) that it is adequately maintained.
- Relative to bikeways, more bus riders (42%) than drivers (35%) felt that they are adequate.

By Household Income:

- More moderate-income (<$35,000) households (52%) agreed (strongly or somewhat) that Oahu's "*existing roadway system is adequately maintained*" compared to households earning $35,000-$75,000 (41%) and those earning $75,000+ (31%).

The next section discusses road-widening priorities among Oahu audiences.

[5] Differences between these subsamples were found to be statistically significant at the p ≤.05 level, based on tests of statistical significance.

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III. PRIORITIES IN ROAD-WIDENING PROJECTS

Residents listened to a list of transportation corridors on Oahu and were asked to rate each on a 10-point scale based on the importance of road-widening projects in that corridor, as follows:

> *"I'll read you some potential transportation improvements intended to address congestion by widening existing highways. Please rate each on a 10-point scale, with 10=extremely important in improving Oahu transportation and 1=not at all important. Widening…"*

- *H-1 Pearl City to Kahala*
- *Farrington Highway, Kapolei to Waipahu.*
- *Farrington Highway, Makaha to Kapolei*
- *Nimitz Highway*
- *Kunia Road in Schofield to Farrington Hwy*
- *Kamehameha Highway, Mililani to Waipio*
- *Kamehameha Highway, Kaneohe to Pali*
- *Likelike Highway*
- *Pali Highway."*

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From responses to the above series, **widening H-1 from Pearl City to Kahala** is clearly the top priority for Oahu.

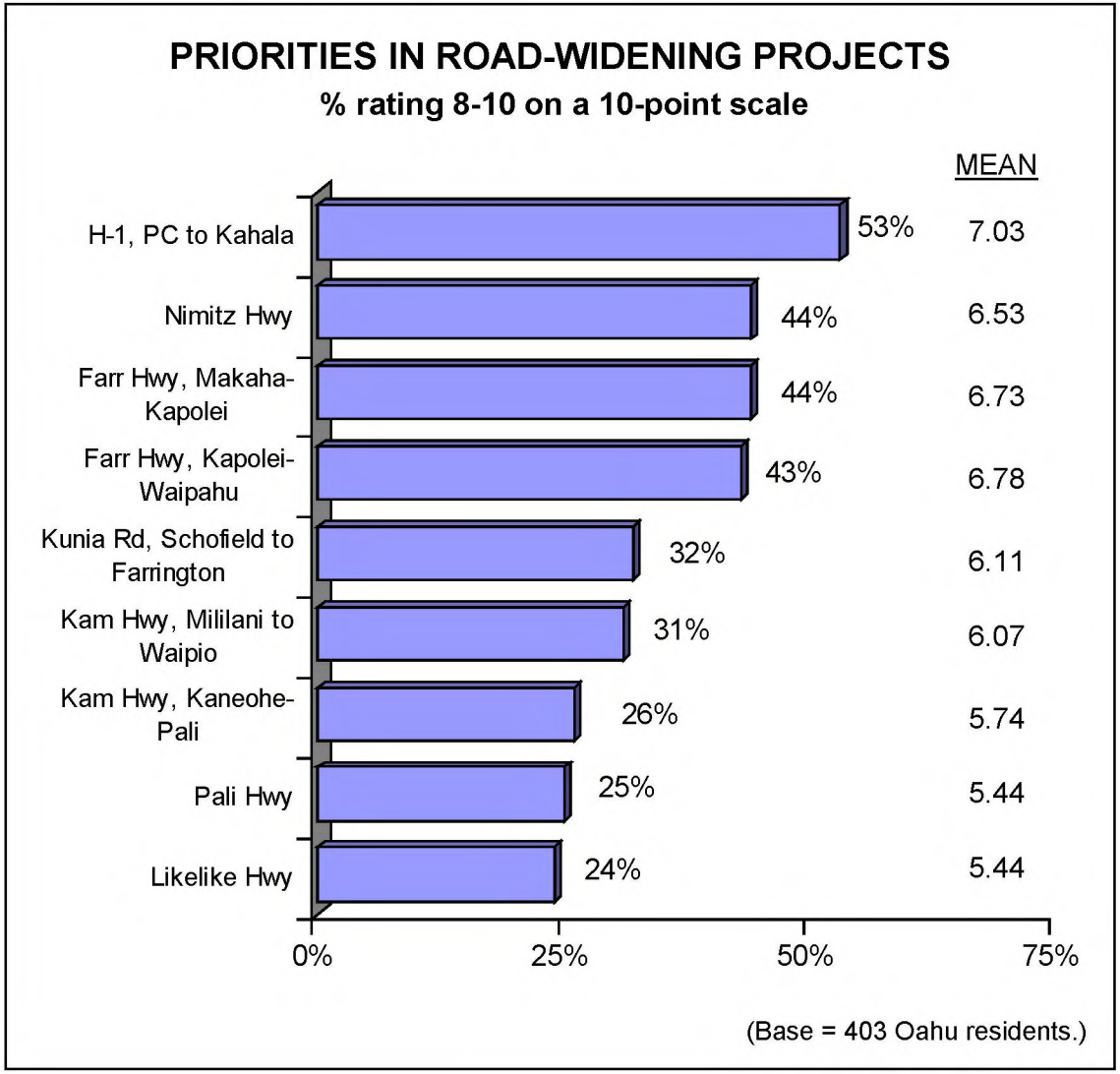
- Half of residents (53%) gave top ratings of importance (8-10 on the 10 point scale) to widening the H-1.
- Widening *Nimitz Highway* also received frequent top ratings (44%) of importance from island-wide residents.
- Also high in importance – primarily to Leeward residents --- is the widening of (a) *Farrington Highway from Kapolei to Makaha* (44%), and (b) from *Waipahu to Kapolei* (43%).

(See next graph)

Road Widening Priorities (continued)

Among the transportation zones tested, the Windward corridors were lowest-rated in importance. About one in four residents gave top (8-10) ratings to:

- *Kamehameha Highway*, from Kaneohe to Pali Highway (26%);
- *Pali Highway* (25%); and
- *Likelike Highway* (24%).



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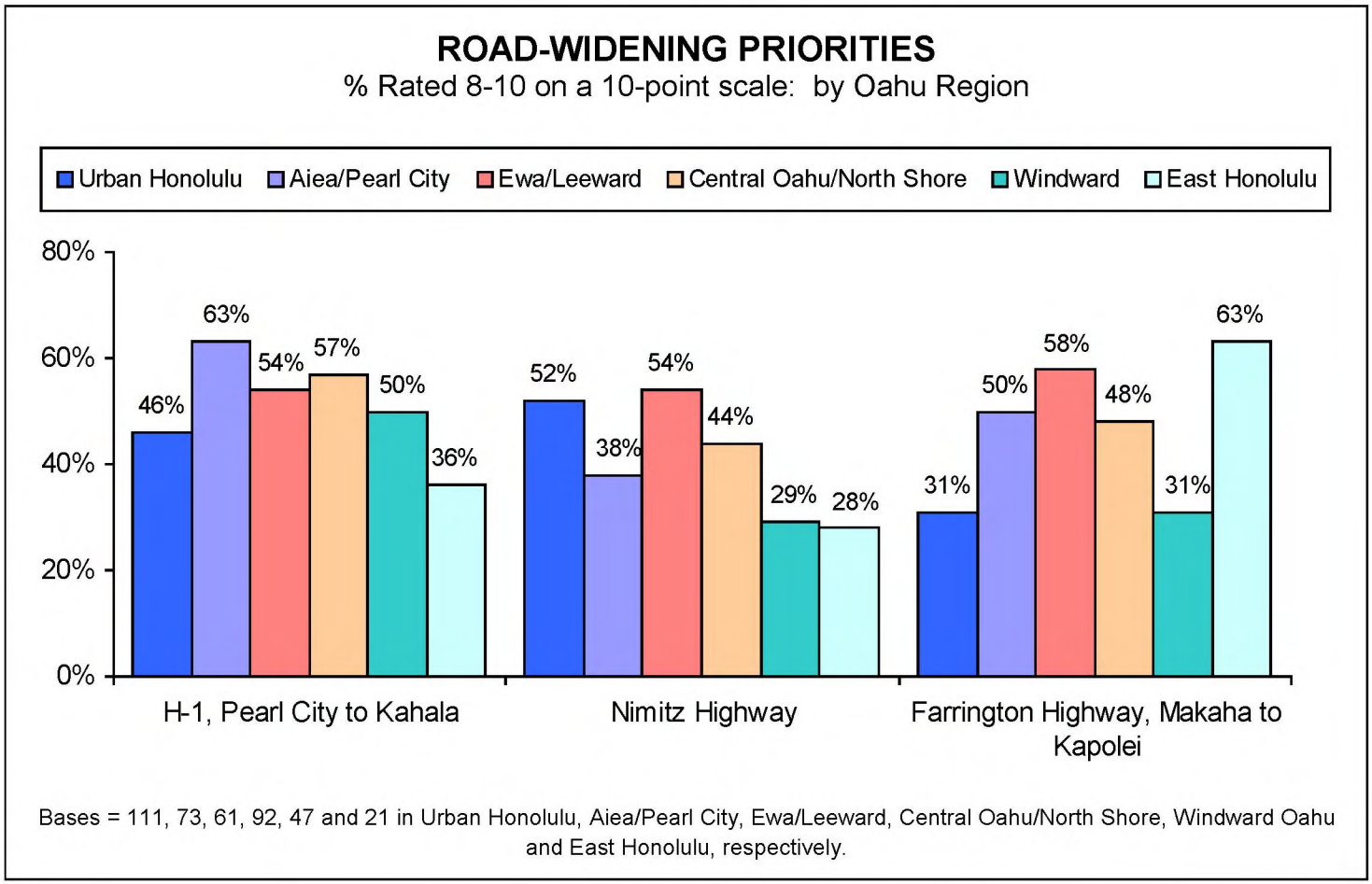
Road Widening Priorities: by Oahu Region

Widening **H-1** is of relatively greater importance to residents of Aiea/Pearl City (63% rated 8-10) and Central Oahu (57%).



For Honolulu residents, the top priority is to widen *Nimitz Highway* (52%) and the *H-1* (46%).

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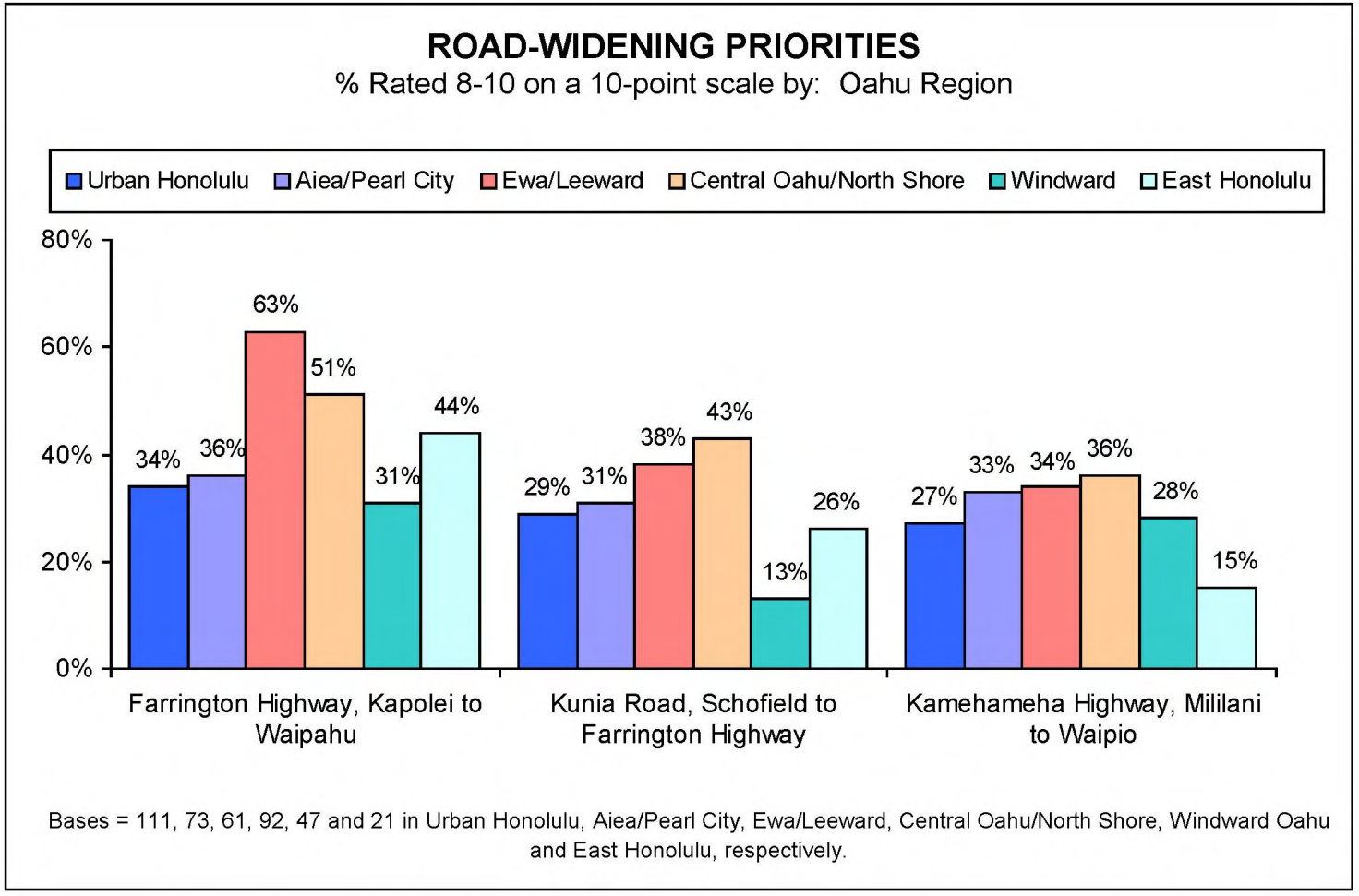
Road-Widening Priorities: by Oahu Region (continued)

Ewa/Leeward residents (63%) clearly are focused on improving Farrington Highway from Kapolei to Waipahu.

Relative to widening *Kunia Road* and *Kamehameha Highway in Central Oahu*, no statistically significant differences were seen between Oahu regions at the $p < .05$ level of confidence.



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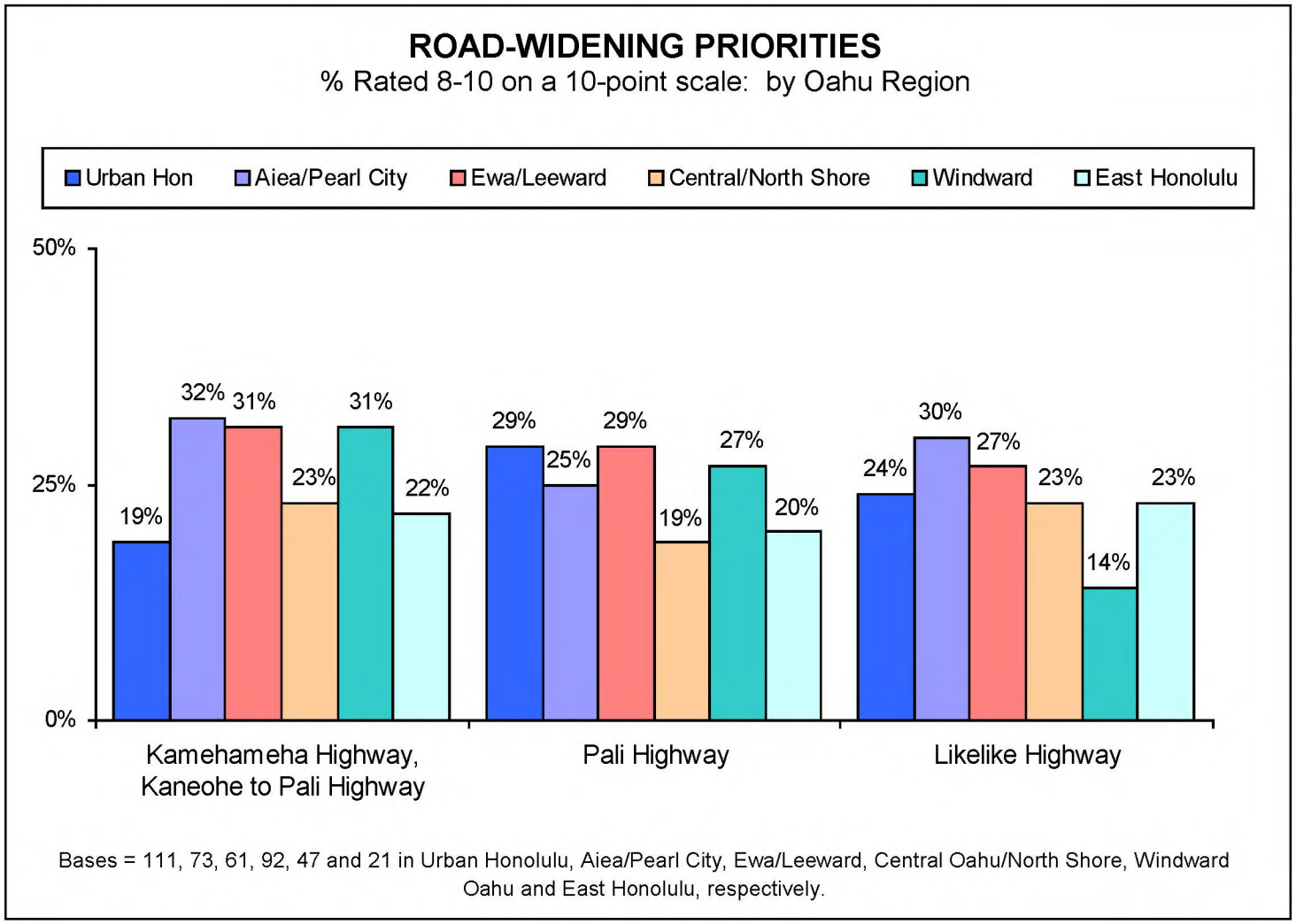
Road-Widening Priorities: by Oahu Region (continued)



Relative to widening *Kamehameha Highway* (Kaneohe), *Pali Highway* and *Likelike Highway*, no statistically significant differences were seen between Oahu regions at the $p < .05$ level of confidence.

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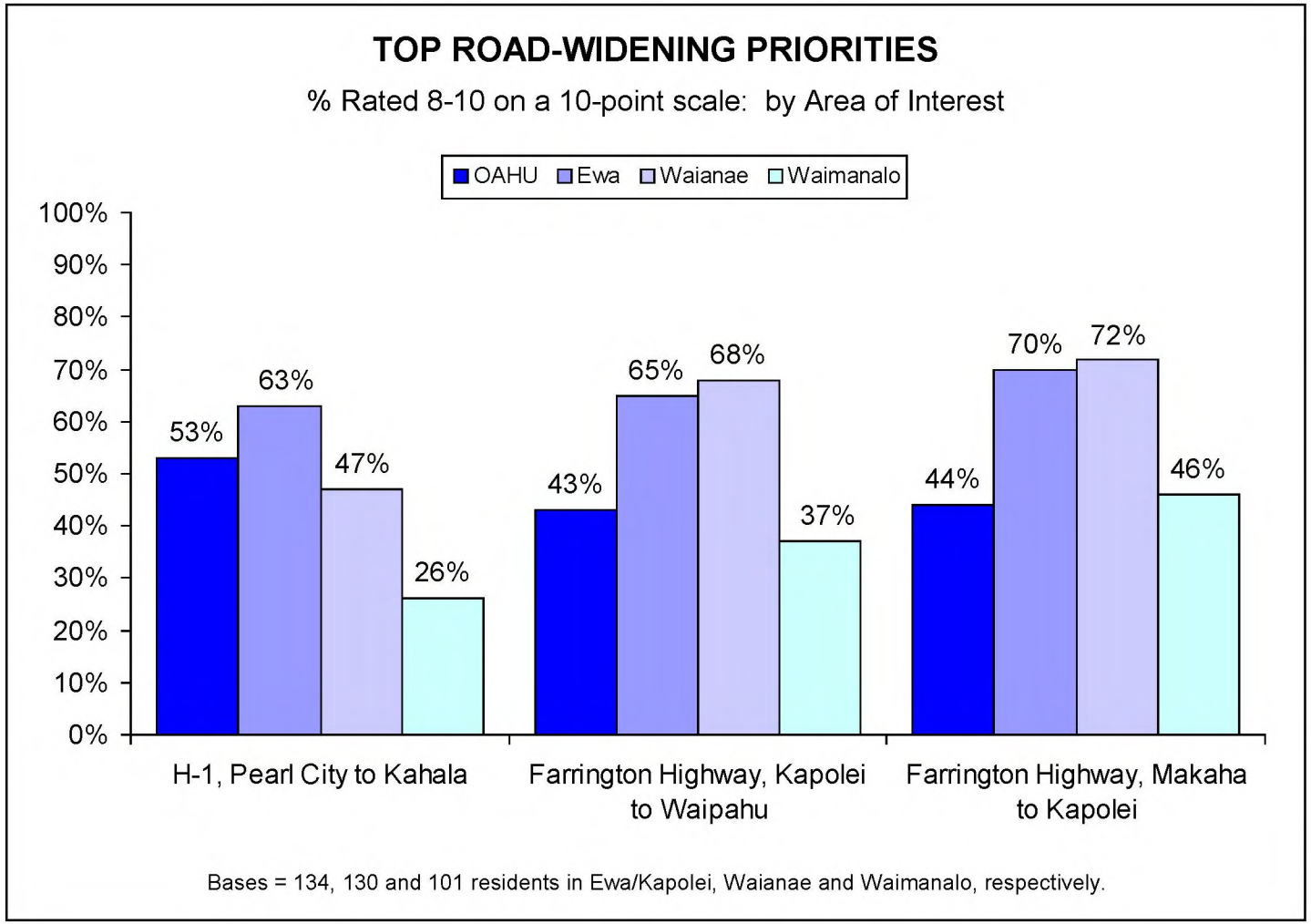
Road-Widening: by Area of Interest

Ewa/Kapolei residents place a high priority on widening Farrington Highway along its entire route from Waipahu to Makaha.



- Seven in ten residents in both *Ewa/Kapolei* (70%) and in *Waianae* (72%) placed top importance on widening *Farrington Highway from Kapolei to Makaha.*
- Similarly, two-thirds of both areas (65% and 68%, respectively) rated as important the widening of *Farrington Highway from Waipahu to Kapolei.*

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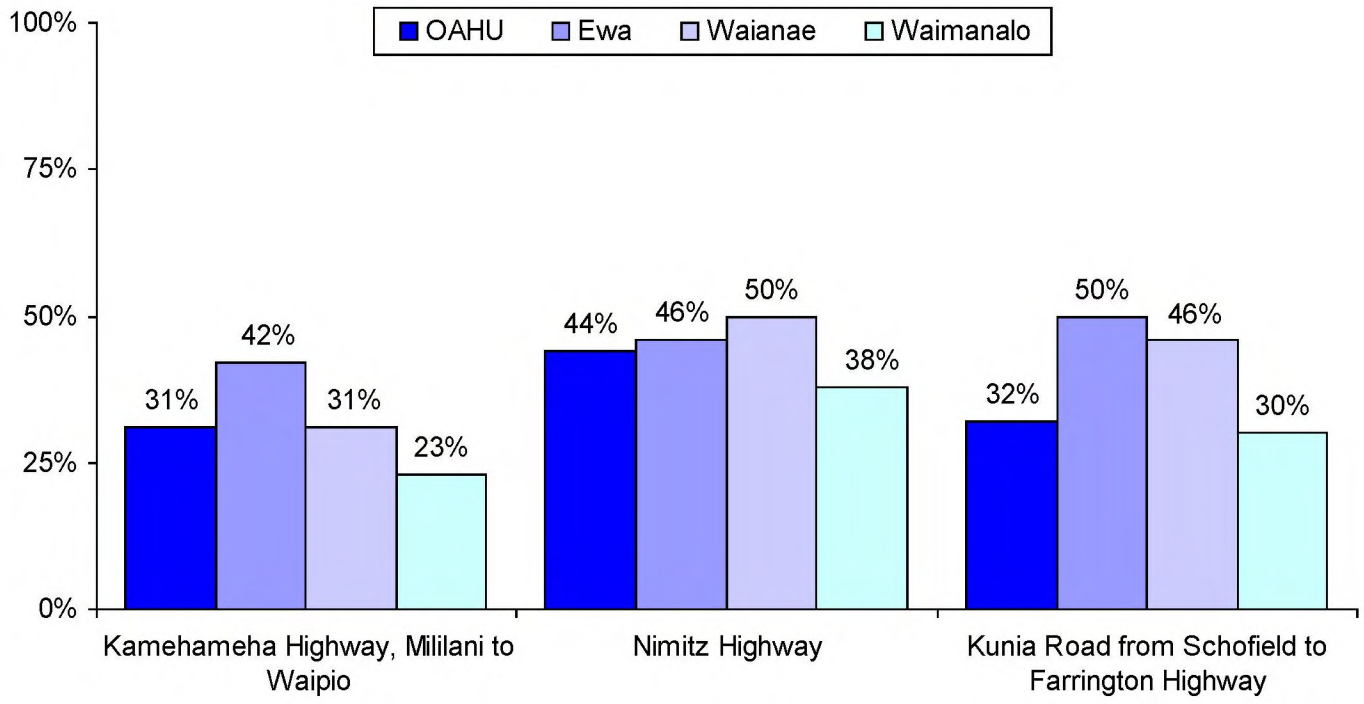
Road-Widening: by Area of Interest (continued)

Improving the routes to Central Oahu is relatively more important to Kapolei residents than to Oahu as a whole.

ROAD-WIDENING PRIORITIES: CENTRAL OAHU

% Rated 8-10 on a 10-point scale: by Area of Interest



Bases = 134, 130 and 101 residents in Ewa/Kapolei, Waianae and Waimanalo, respectively.

- In Kapolei, 50% placed top importance (8-10 on the 10-point scale) on widening *Kunia Road from Schofield to Farrington Highway*.
- 42% rated highly the widening of *Kamehameha Highway in Central Oahu*.

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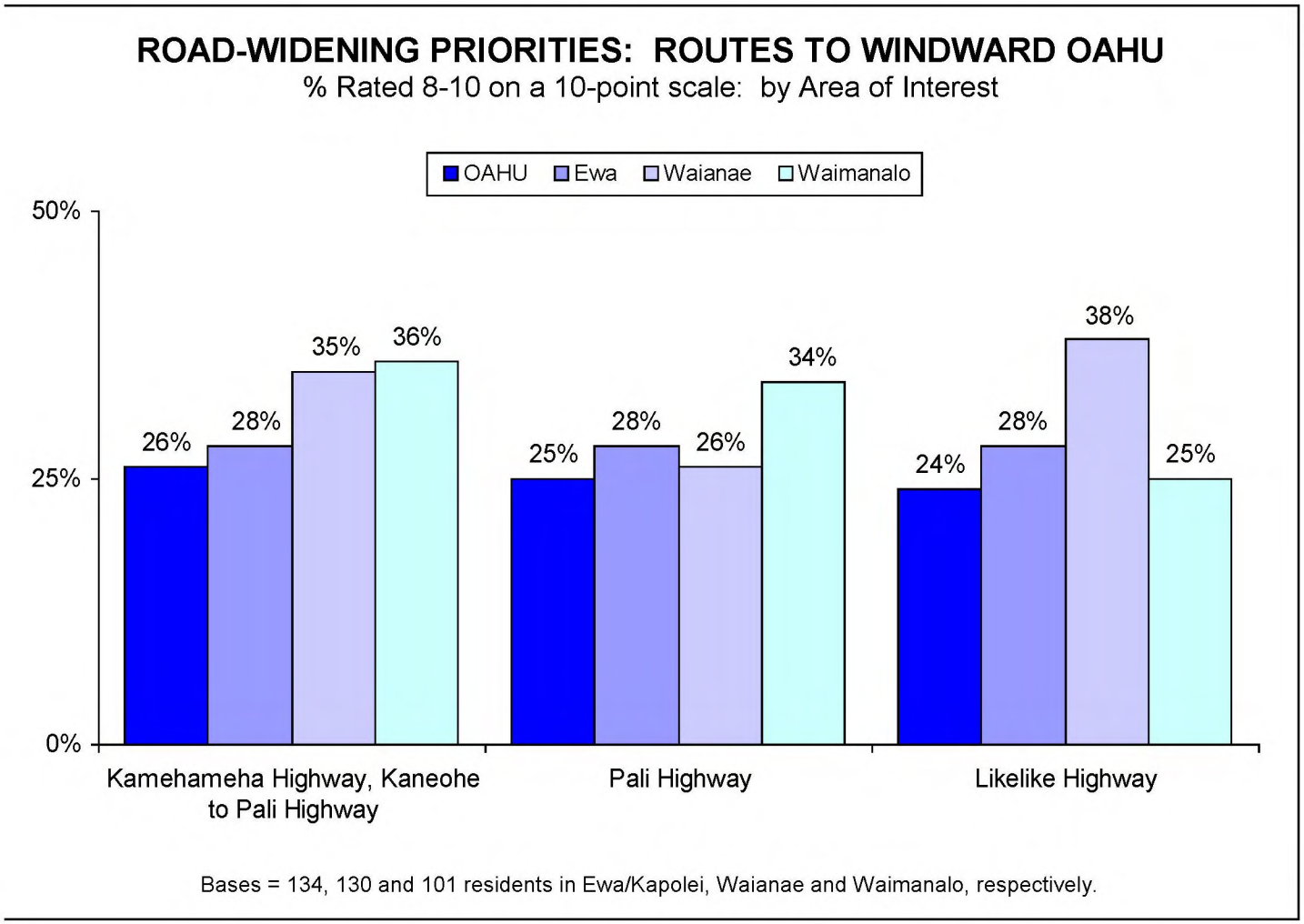
Road-Widening: by Area of Interest (continued)

The Waimanalo community is more concerned with widening Windward area routes such as the Pali and Kamehameha Highways in Windward Oahu.



- Compared to Oahu as a whole, Waimanalo placed greater importance on the widening of *Kamehameha Highway* in Kaneohe (36% rated 8-10) and *Pali Highway* (34%).

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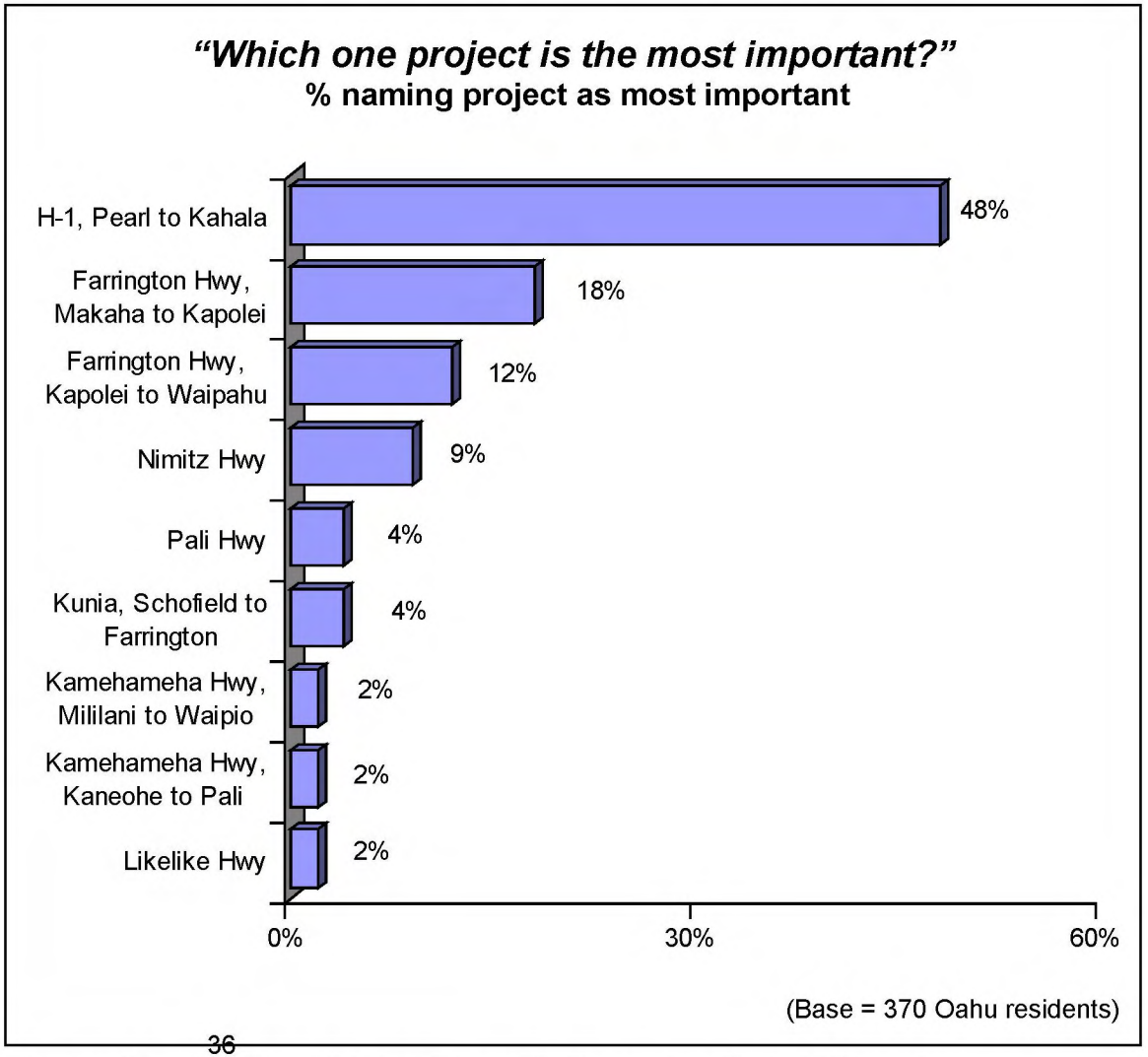
Single Most Important Road-Widening Project

By a wide margin, widening the H-1 from Pearl City to Kahala ranked highest among island-wide residents, far surpassing any other of the nine projects, based on responses to "*Which one project do you feel is the most important for relieving congestion on the highways?*"

- Island-wide, widening **Farrington Highway** did not rank highly, but is seen as a top priority in the Leeward communities (see next graphs).



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Single Most Important Project: by Oahu Region

The widening of H1 received top endorsement in every region except in Ewa/Leeward. Here, the widening of Farrington Highway from Makaha to Kapolei received twice as many mentions as did H-1 in Honolulu, as shown in the table below.[6]

Road Widening of…	SINGLE MOST IMPORTANT PROJECT					
	Urban Honolulu	Aiea/ Pearl	Ewa/ Leeward	Central Oahu	Wind-ward	East Honolulu
H-1, Pearl City to Kahala	**67%**	**50%**	21%	**49%**	**31%**	**51%**
Farrington Hwy, Makaha to Kapolei	7	18	**45**	9	17	30
Farrington Hwy, Waipahu to Kapolei	10	9	11	21	6	8
Nimitz Highway	11	9	8	7	14	3
Kunia Road, Schofield to Farrington Hwy	<1	8	5	6	0	0
Pali Highway	2	0	6	5	14	0
Kamehameha Hwy, Mililani to Waipio	1	0	2	3	3	5
Kamehameha Hwy, Kaneohe to Pali Hwy	<1	1	0	0	15	0
Likelike Highway	0	5	2	0	2	3
(Base=)	(101)	(67)	(55)	(86)	(41)	(20)

[6] Bases exclude those saying "don't know" to "*Which one project is most important?*"

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Single Most Important Project: by Area of Interest

A majority of Waianae residents (61%) prefer that authorities widen Farrington Highway on the Leeward Coast. Kapolei residents were divided between projects on the H-1, Farrington Highway.[7]

	SINGLE MOST IMPORTANT PROJECT		
	Ewa/Kapolei	Waianae	Waimanalo
H-1, Pearl City to Kahala	**34%**	11%	12%
Farrington Hwy, Makaha to Kapolei	25	**61**	**22**
Farrington Hwy, Waipahu to Kapolei	20	14	12
Kunia Road, Schofield to Farrington Hwy	13	4	5
Nimitz Highway	7	4	7
Kamehameha Hwy, Mililani to Waipio	1	0	3
Likelike Highway	1	2	1
Pali Highway	1	3	18
Kamehameha Hwy, Kaneohe to Pali Hwy	0	0	19
(Base=)	(130)	(123)	(92)

[7] Bases exclude those saying "don't know."

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Other Subsample Data[8]

Drivers vs. Bus Riders:

- More bus riders than drivers placed high importance (i.e., rating 8-10) on widening *Kamehameha Highway*, Kaneohe to Pali Highway (51% to 23%), the *Pali Highway* (38% to 24%) and *Nimitz Highway* (56% to 43%).
- More Oahu drivers than bus riders indicated the widening the *H-1 from Pearl City to Kahala* to be the most important road project (49% to 31%).

By Household Income:

- Higher income ($75,000+) residents were more apt to place top importance to widening *the H-1* (64%) than were moderate-income ($35,000 or less) residents (55%) and those earning $35,000 and $75,000 (45%).

[8] These differences were found to be statistically significant at the $p \leq .05$ level, based on tests of statistical significance.

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- Oahu residents are focused on alleviating road congestion in the Kapolei and Leeward areas as well as in the Honolulu urban corridor. Widening of the H-1 in Honolulu and of Farrington Highway *throughout its length* are the #1 and #2 priorities, respectively, for island-wide residents. Improving Farrington Highway is especially critical to the communities in Kapolei and on the Leeward Coast.

The next section shifts to residents' likely usage of the Rail Rapid Transit system.

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IV. USAGE OF THE RAIL RAPID TRANSIT SYSTEM (RRT)

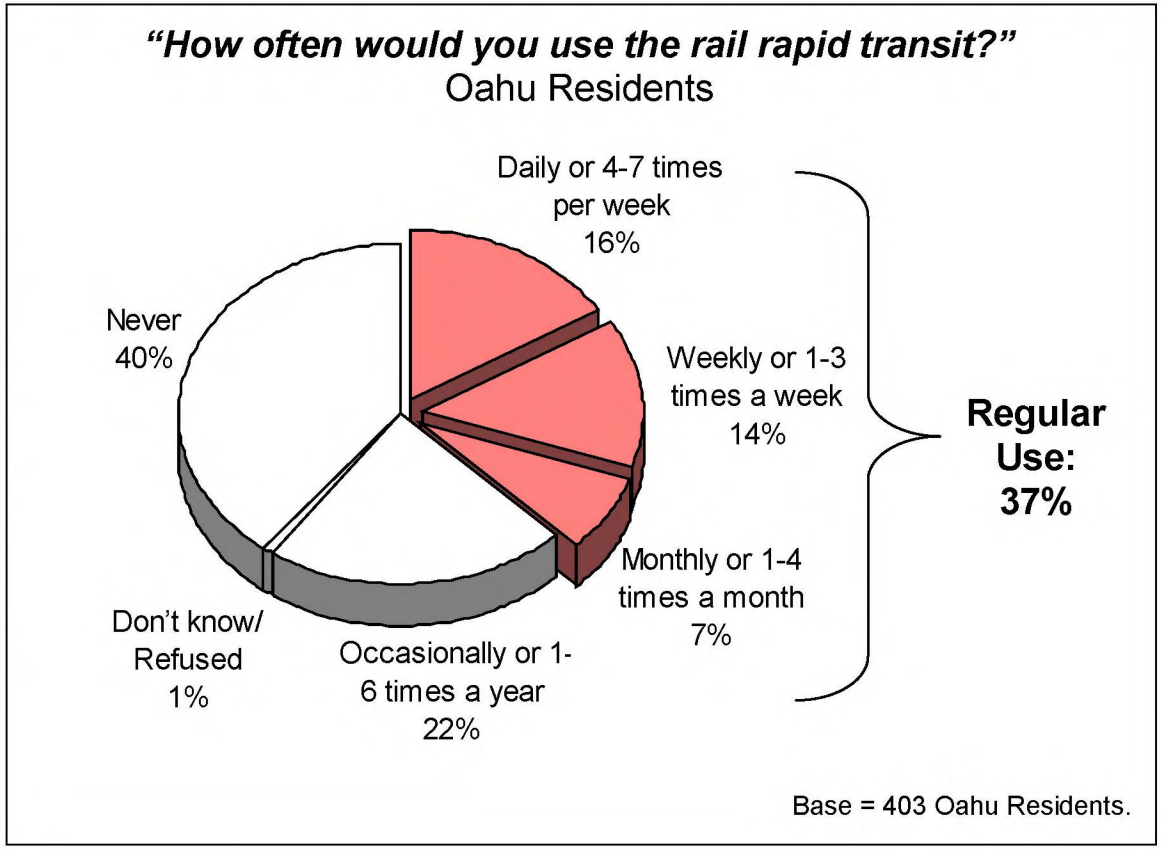
All residents were asked to indicate how frequently they would use the planned Rail Rapid Transit system (RRT), as follows:

> *"The construction of a rail rapid transit system is being planned for the corridor between Kapolei and UH Manoa. If constructed, how often would you use the system? Would you use it…?*

- *Daily or 4-7 times per week*
- *Weekly or 1-3 times per week*
- *Monthly or 1-4 times per month*
- *Occasionally or 1-6 times a year; or*
- *Never?*

Almost 60% is likely to make use of the RRT system when constructed.

- 37% predicted that they would ride the RRT regularly, i.e., daily, weekly or on a monthly basis.
- Another 22% would ride it occasionally.
- 40% said they would not use the system at all.



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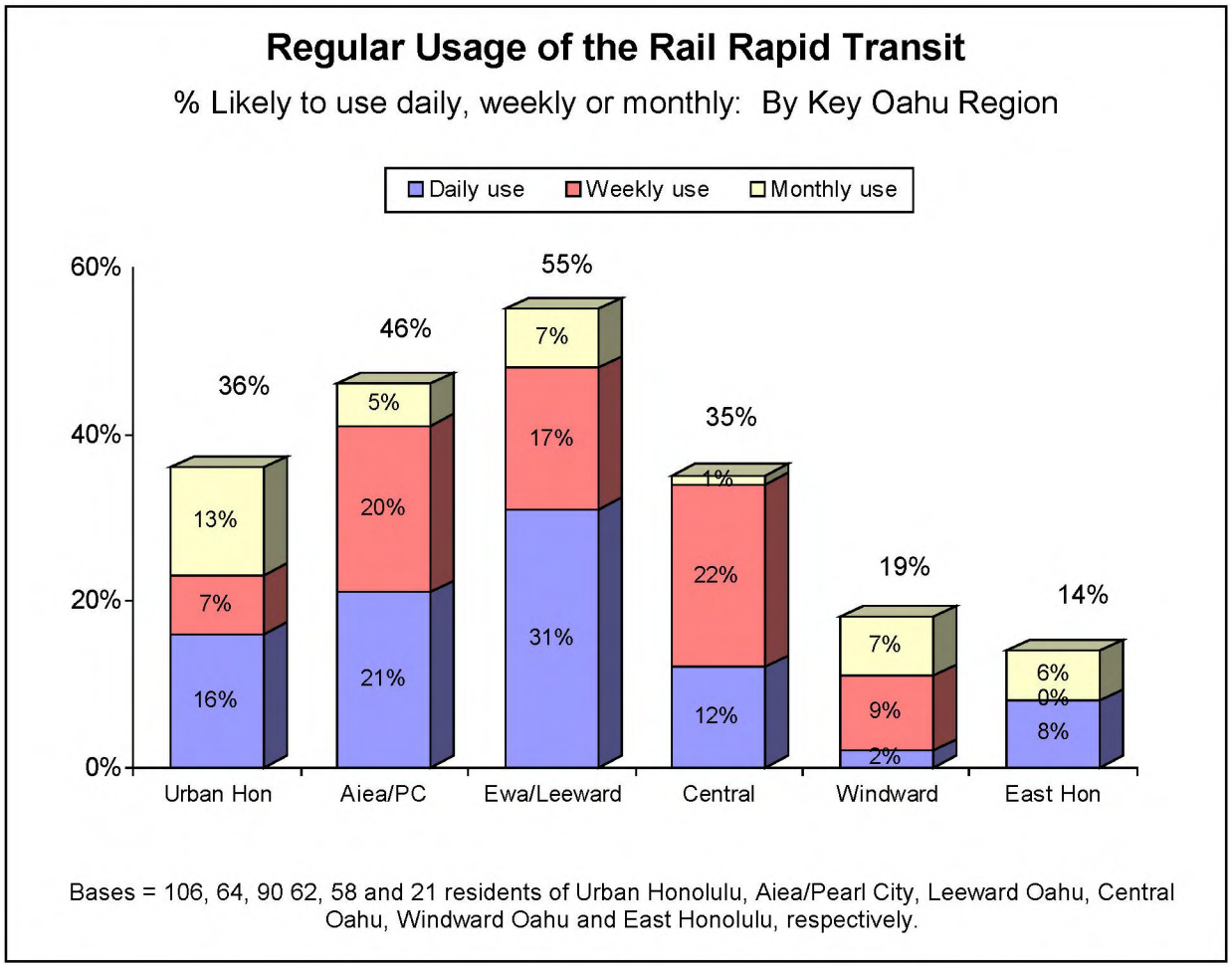
Regular Use of the Rail Rapid Transit: by Oahu Region

Predicted RRT usage varies widely by region, with West Oahu residents making heaviest use of the system.



- 55% of *Ewa/Leeward* residents said they would use the RRT regularly.
- Nearly half (45%) of *Aiea/Pearl City* residents predicted regular usage.
- By contrast, 19% and 14% of Windward and East Honolulu residents, respectively, predicted regular usage (given that the system as described extends no further than UH Manoa)

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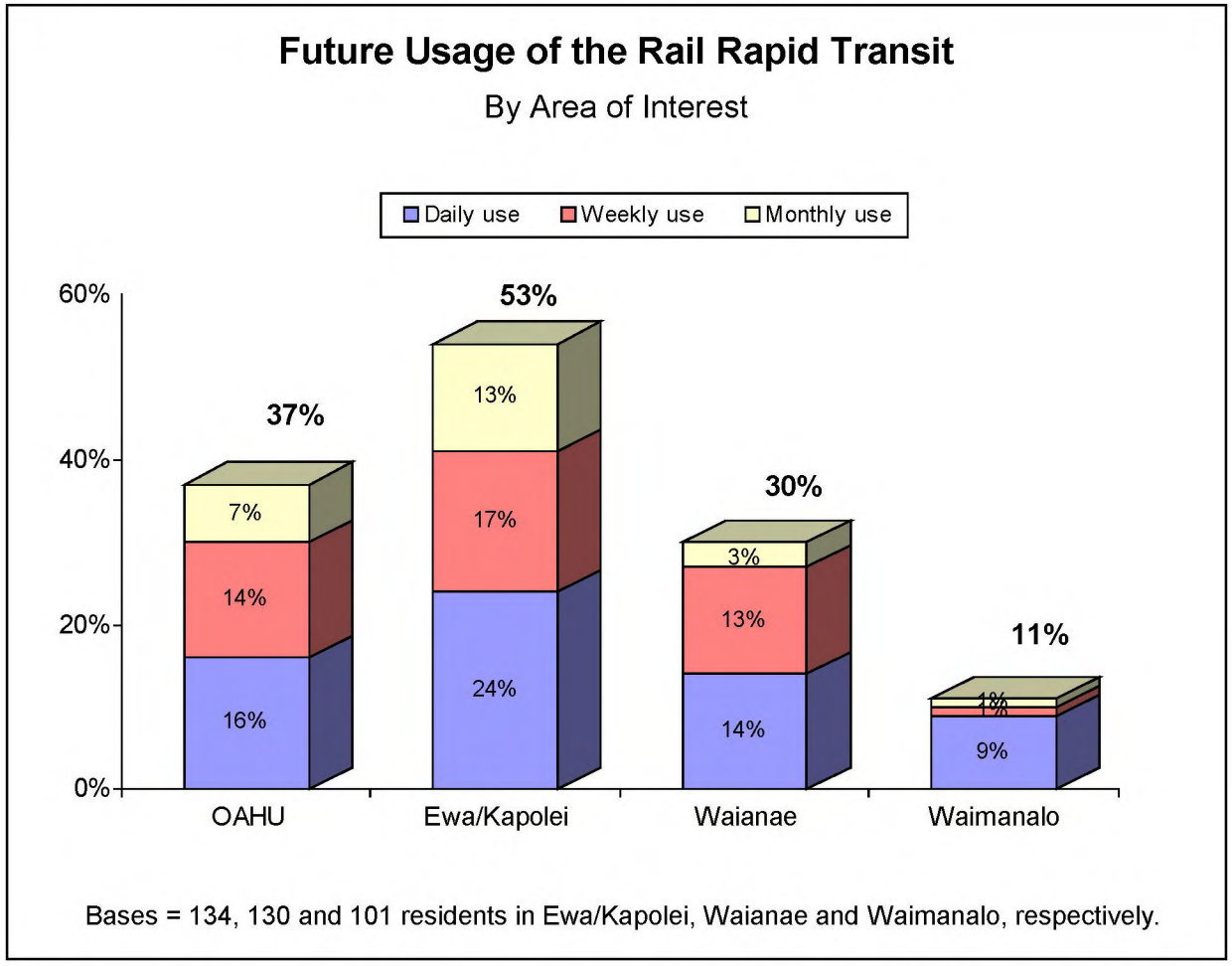
Regular Usage of the RRT: by Area of Interest

The key beneficiary of RRT service will likely be **Ewa/Kapolei**. Over half of residents here (53%) said they would use the system regularly, and one in four (24%) predicted *daily* usage.

Fewer in *Waianae* (30%) or in *Waimanalo* (11%) indicated that they will use the RRT on a regular basis.



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Other Subsample Analysis[9]

Drivers vs. Bus Riders: The RRT system may have a significant impact both on *TheBus* ridership as well as on the volume of commuter road traffic, generally.

- Half (52%) of bus riders indicated that they would ride the RRT regularly, with 31% indicating *daily* usage.
- Among current drivers, 38% indicated likely regular use of the RRT, including 16% who predicted riding it instead of driving their car on a *daily* basis.

By Age:

- The RRT system will serve proportionately more *residents 18-34*, 53% of whom indicated regular future usage.
- By comparison, fewer residents 35-54 (37%) and 55+ (19%) predicted regular usage of the system.

No statistically significant differences were seen by household income.

The next section turns to discussing reaction to HOT lanes.

[9] These differences were found to be statistically significant at the $p \leq .05$ level, based on tests of statistical significance.

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V. REACTION TO HIGH OCCUPANCY TOLL (HOT) LANES

Initial reaction to High Occupancy Toll or 'HOT' Lanes was very positive, overall, based on responses to the following series.

> *"Would you support construction of an elevated high-occupancy highway for carpools, vanpools and buses from Ewa to downtown along parts of Kamehameha Highway and H-1?"*
>
> *"If such a project were constructed, would you support making it a high-occupancy toll facility, called a 'HOT' facility? This facility would allow solo drivers to use it if they pay a toll and if the lanes are not fully utilized by high-occupancy vehicles?"*
>
> *"Would you support construction of such a project if the tolls generated were not sufficient to cover the cost and it would require increased taxes?"*

From responses, two-thirds of island-wide residents would reportedly back construction of HOT Lanes along parts of Kamehameha Highway and the H-1.

- **69%** said 'yes' to supporting construction of HOT lanes in the specified location.
- **67%** said 'yes' to making it a high-occupancy toll facility, as described above.

(See next graph)

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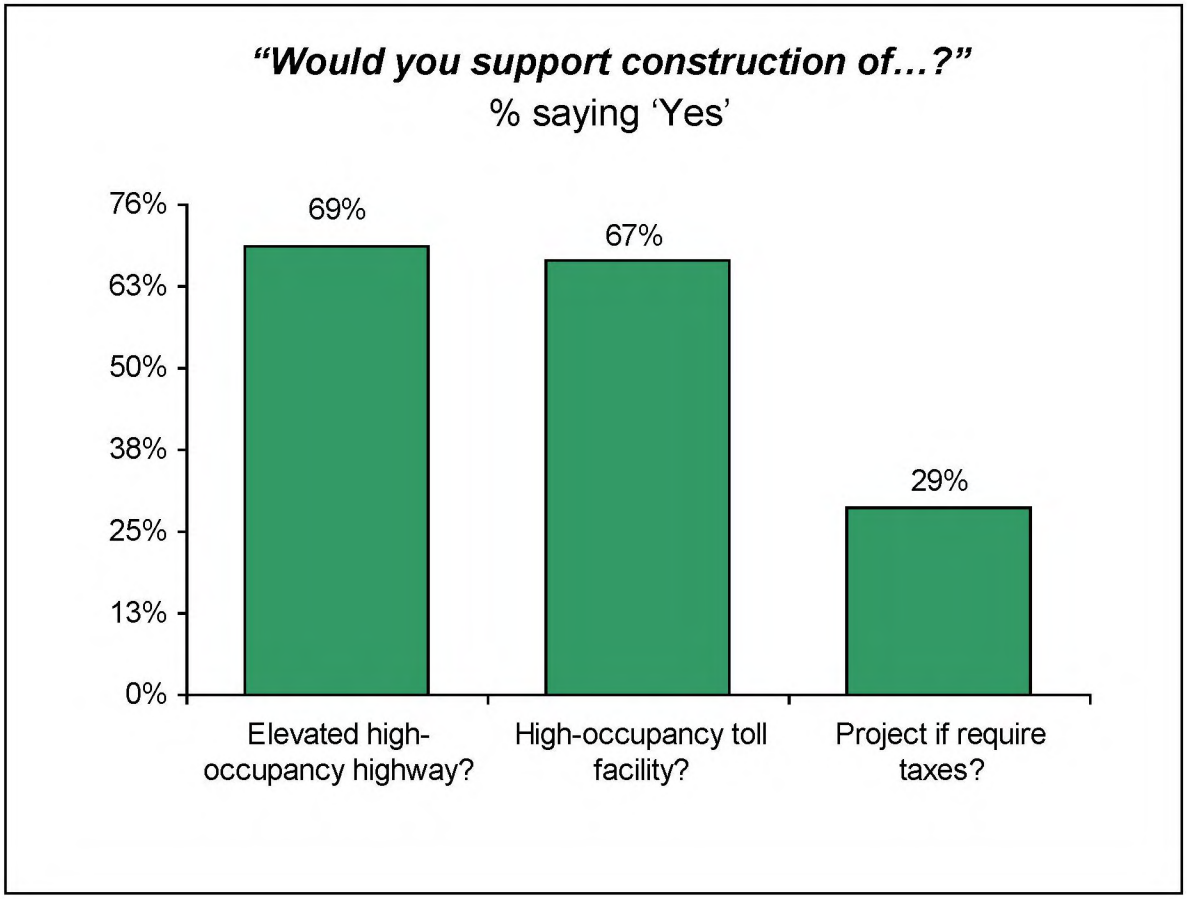
Reaction to Higher Taxes for HOT Lanes

However, mention of higher taxes to fund construction elicits a negative response from residents, based on *"Would you support construction of such a project if the tolls generated were not sufficient to cover the cost and it would require increased taxes?"*



- When increased taxes were mentioned, support for HOT lanes dropped sharply from 66% to 29%.

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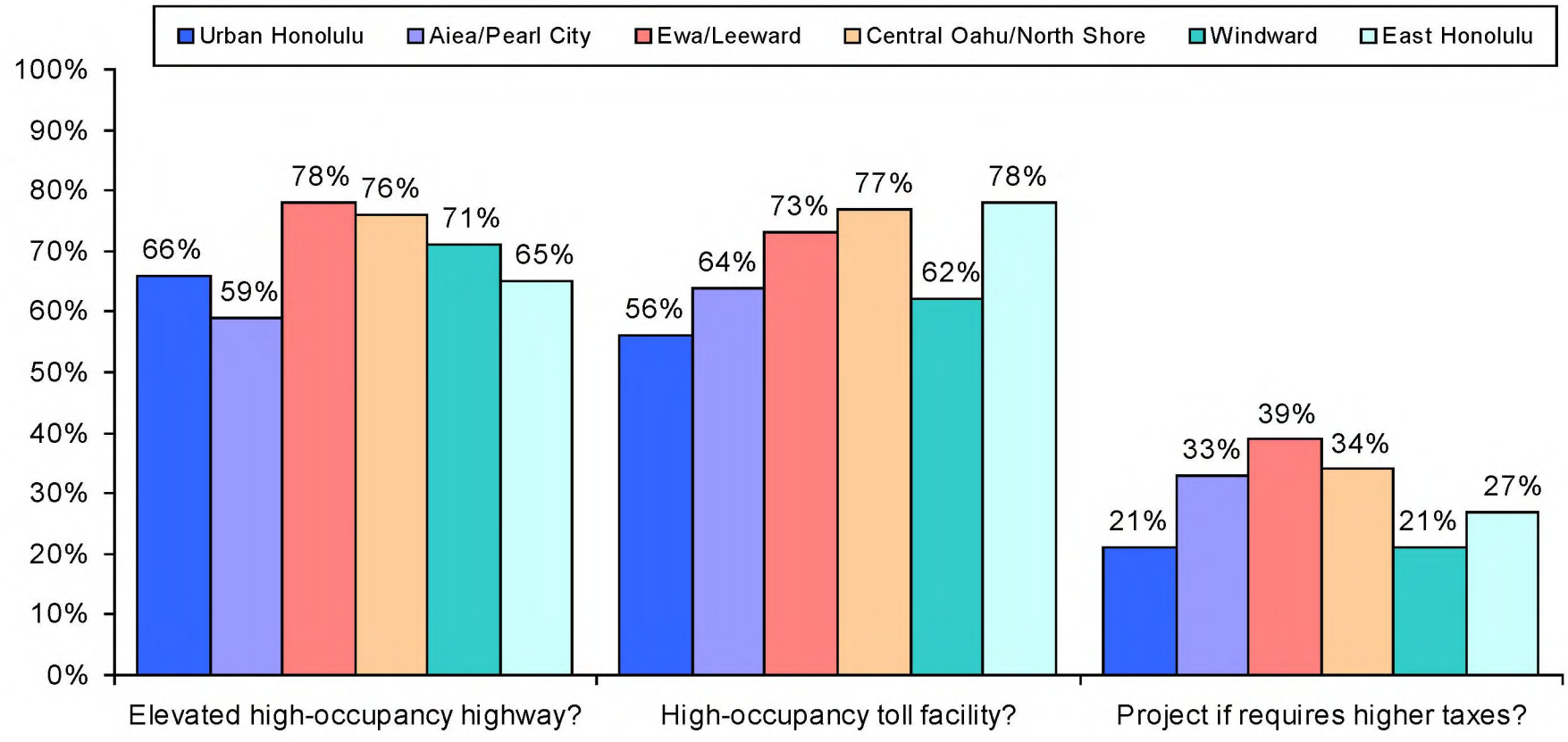
Reaction to HOT Lanes: by Oahu Region

No statistically significant differences were found in the level of support of HOT Lanes among key regions, shown below. The drop in support for funding construction via higher taxes is consistent across Oahu communities.

"Would you support construction of...?"

% saying "Yes": by Oahu Region



Bases = 111, 73, 61, 92, 47 and 21 in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central/North Shore, Windward and East Honolulu, respectively.

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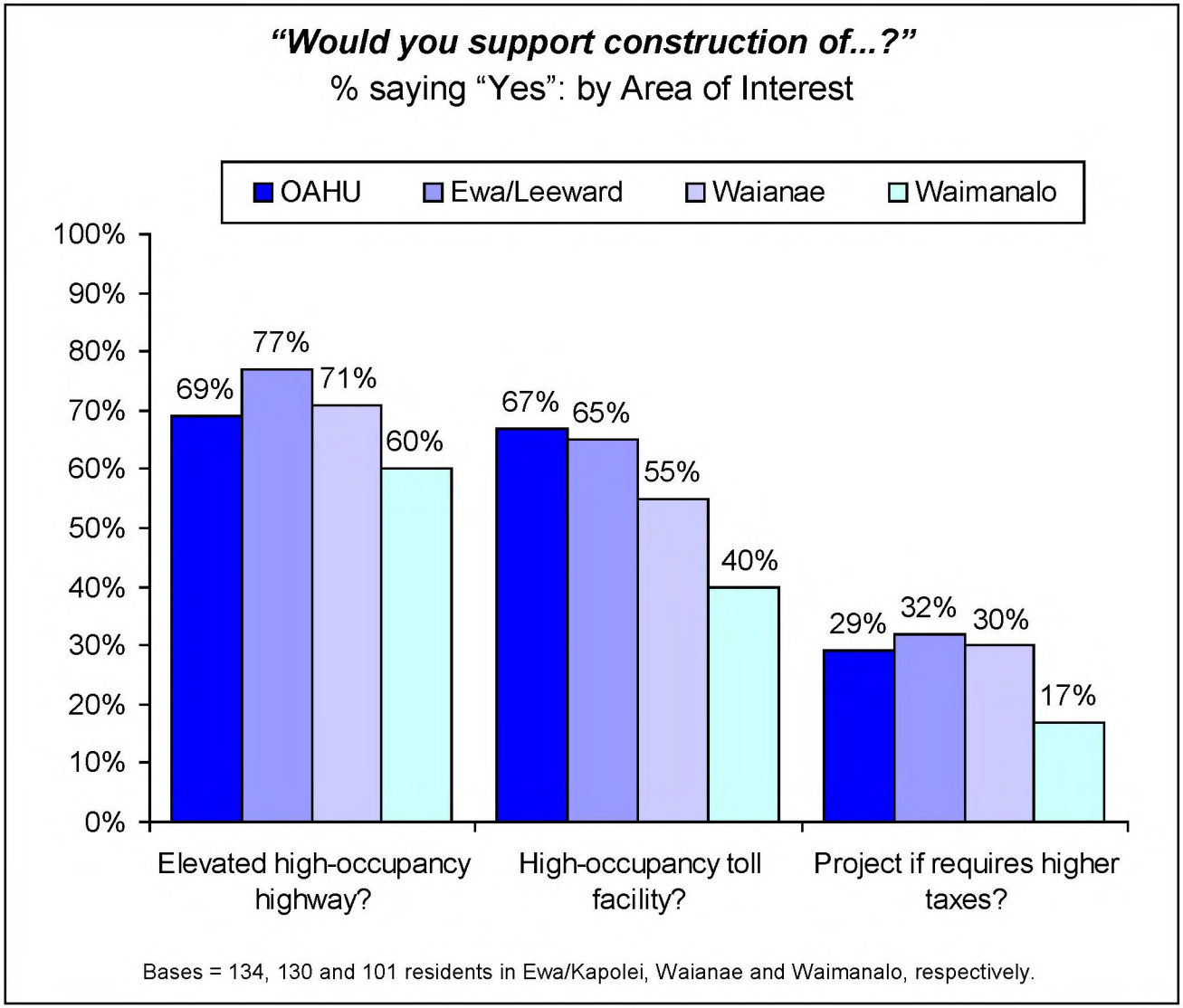
Reaction to HOT Lanes: by Area of Interest

HOT Lanes received strongest support from Ewa/Kapolei residents and least support from those in Waimanalo.

- 60% in Waimanalo reportedly would support a HOT facility, but only 17% would back construction funded by higher taxes.



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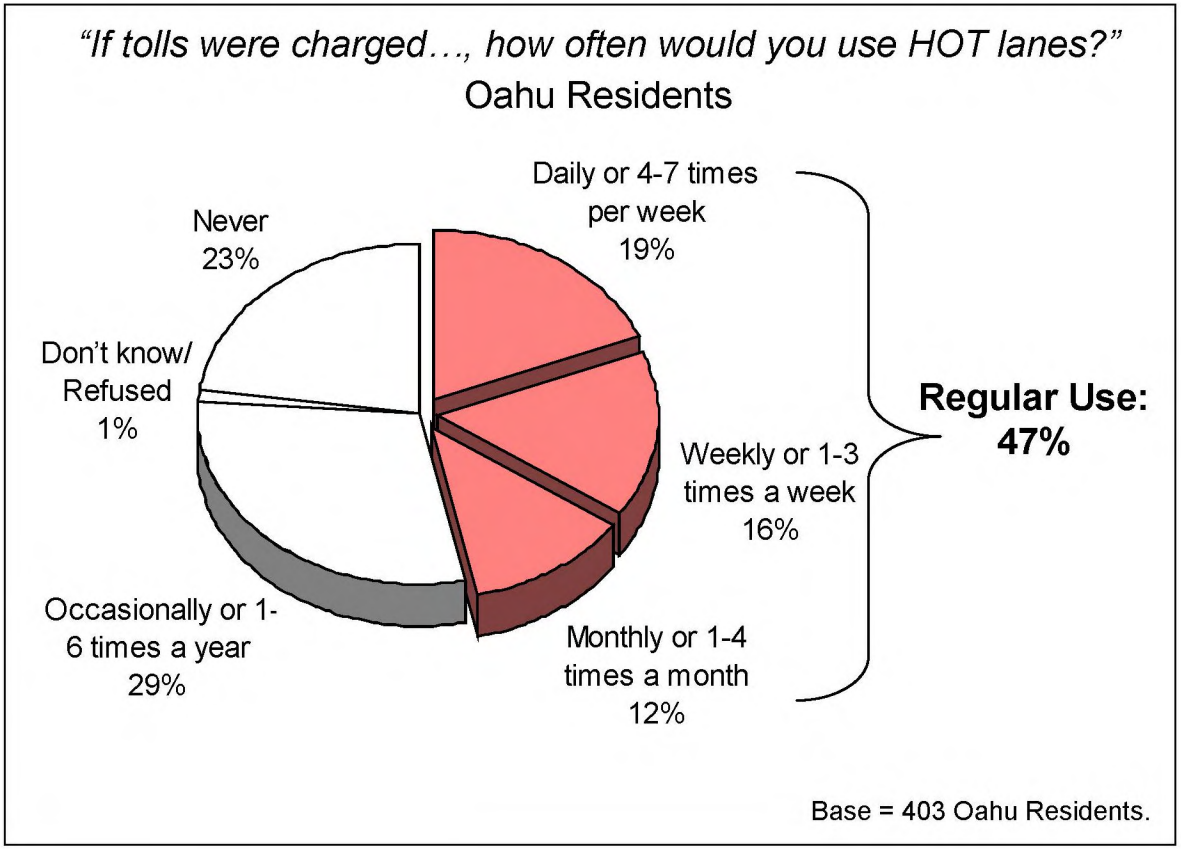
Frequency of Usage of HOT Lanes

Three-quarters (76%) of Oahu residents indicated likelihood of using HOT Lanes if constructed, and about half (47%) indicated usage on a regular basis, i.e., daily, weekly or monthly, if tolls were affordable to them, according to responses to.

"If tolls were charged that you considered affordable, how often would you use HOT lanes?

- *Daily or 4-7 times per week*
- *Weekly or 1-3 times per week*
- *Monthly or 1-4 times per month*
- *Occasionally or 1-6 times a year; or*
- *Never?"*

- 19% would reportedly use HOT Lanes *daily*, and another 16% would likely use them on a weekly basis.
- 12% would use HOT lanes perhaps 1-4 times a month.
- One in four (23%) said they would never use them.



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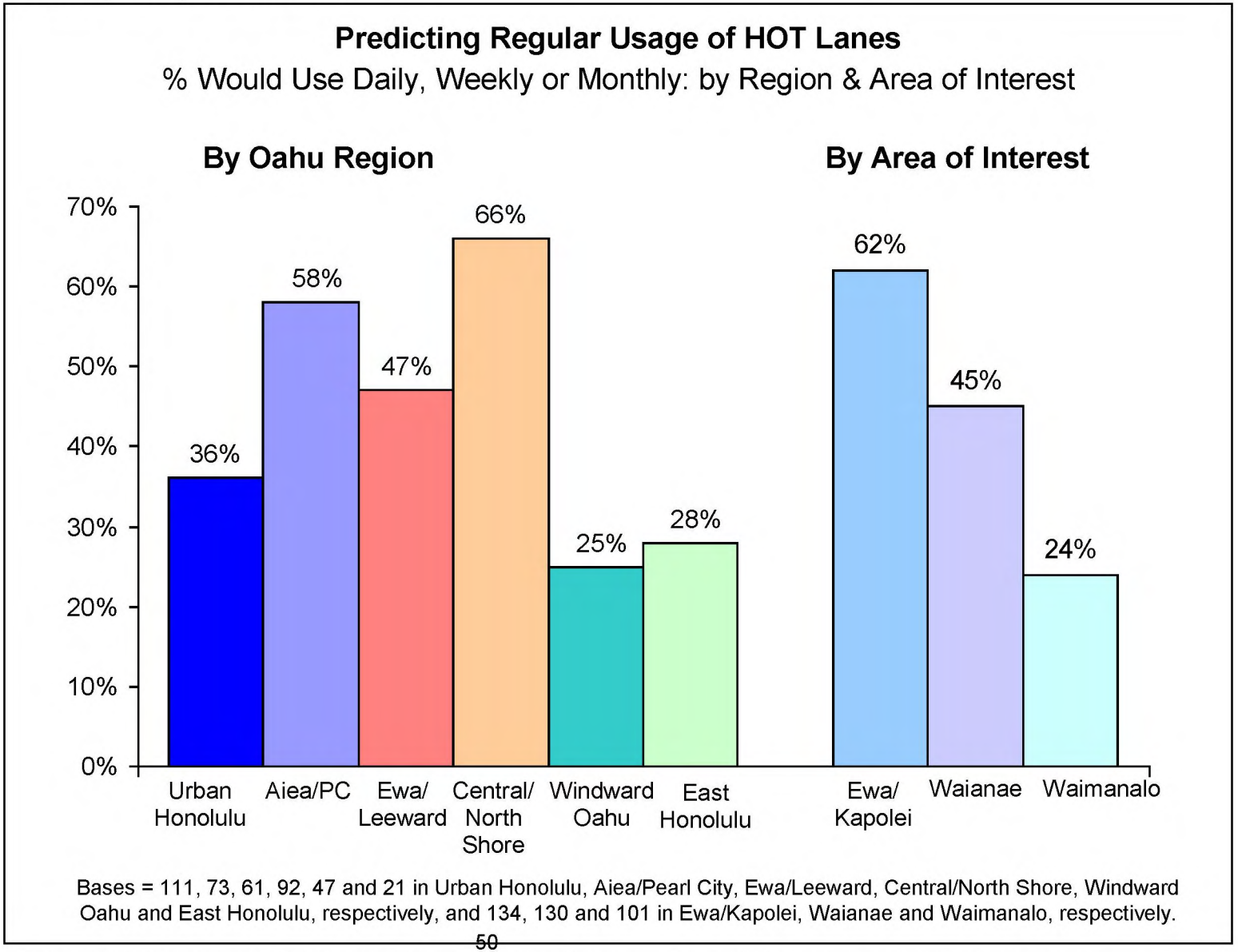
Frequency of HOT Usage: by Oahu Region

Greatest HOT Lane usage (on a regular basis) would come from Central Oahu (66%), Aiea/Pearl City (58%) and Ewa/Leeward (47%) residents.

Among areas of interest, **Kapolei** residents (62%), specifically, will be the heaviest users of HOT lanes.



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Toll Price Points for HOT Lane Usage

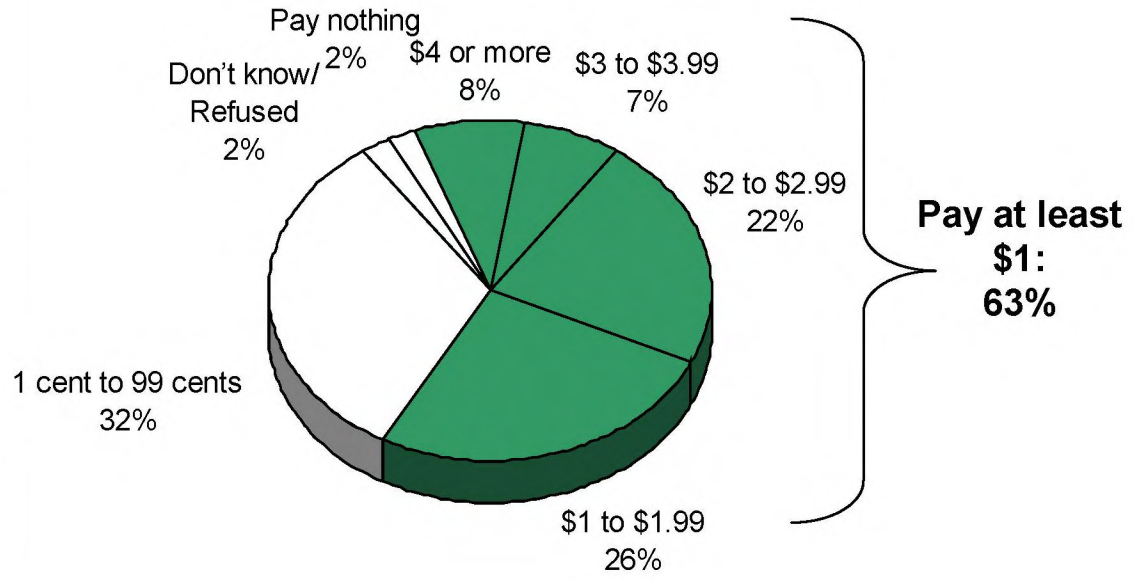
Residents who indicated future HOT usage (n=307 or 76%) were asked to indicate what they would pay to use the facility, as follows:

> *"What is the most you would pay to use HOT lanes if it would save you 15 minutes in travel time? Would you pay…?*

- *$4 or more*
- *Between $3 and $3.99*
- *Between $2 and $2.99*
- *Between $1 and $1.99*
- *Between one cent and 99 cents*
- *Pay nothing*

- **63%** of likely users would reportedly pay at least $1 to use HOT lanes if they felt doing so would save them 15 minutes.
- **37%** would reportedly pay $2 in tolls, based on survey data.
- Almost everyone interested in HOT lanes (**97%**) would pay tolls under $1.

"What is the most you would pay to use HOT lanes?"
Likely Users



Base = 307 Oahu Residents who said they would use HOT lanes daily, weekly, monthly or occasionally.

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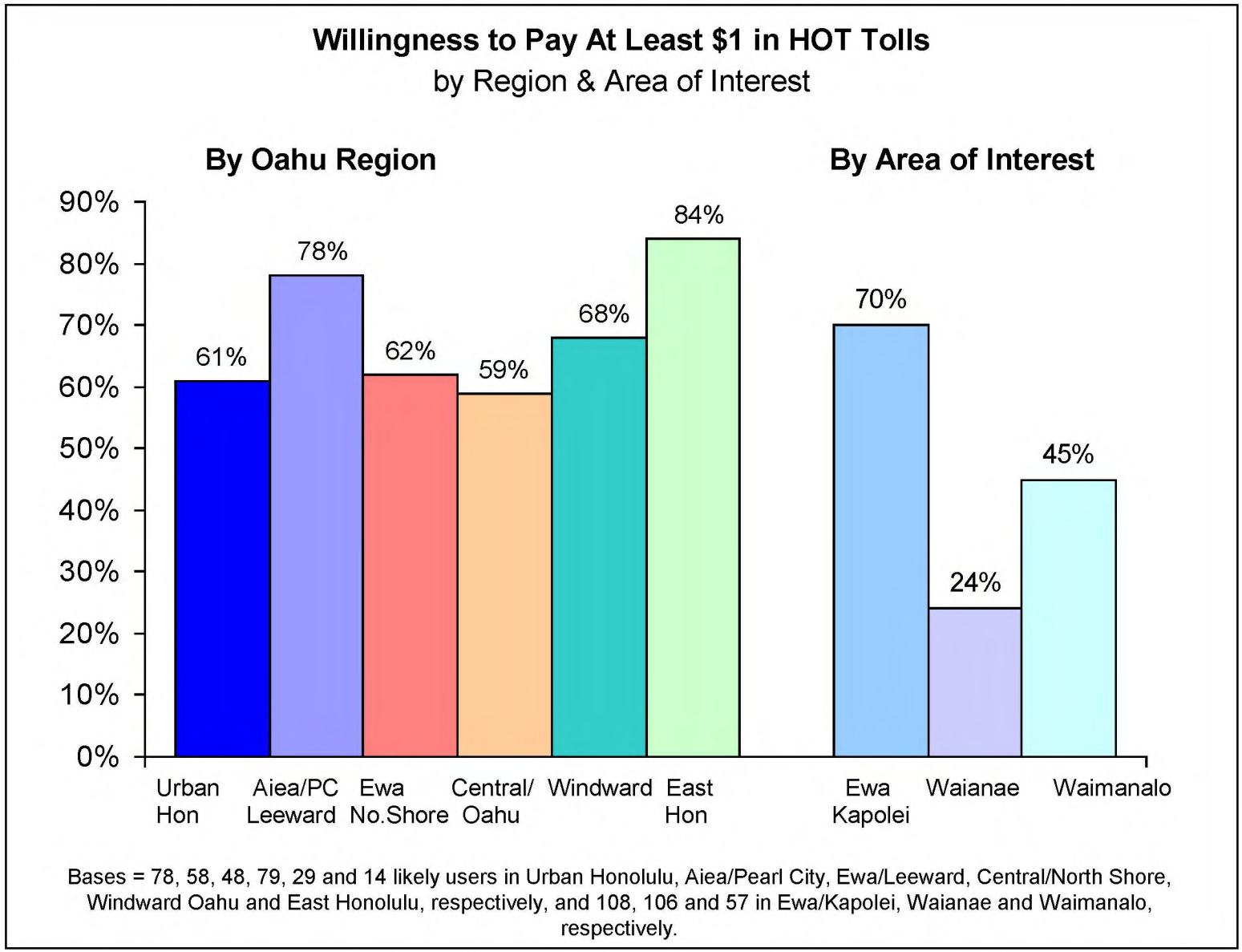
Paying $1+ HOT Tolls: by Oahu Region and Area of Interest

Over half of HOT users outside of Honolulu are reportedly willing to pay at least $1 in tolls.

Greatest willingness was found in areas where high proportions were likely to make regular use of HOT Lanes: *Aiea/Pearl City* (78%), *Central Oahu* (62%) and *Ewa/Leeward* (59%).

Among areas of interest, *Kapolei* residents (70%) indicated highest willingness to pay at least $1 to use HOT Lanes.



Bases = 78, 58, 48, 79, 29 and 14 likely users in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central/North Shore, Windward Oahu and East Honolulu, respectively, and 108, 106 and 57 in Ewa/Kapolei, Waianae and Waimanalo, respectively.

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Other Subsample Data[10]

By Mode of Transportation:

- Proportionately more Oahu drivers than bus riders are willing to pay $1 or more in tolls to use the HOT facility --- 64% to 56%.

By Age: The biggest difference relative to HOT Lanes was found by resident age.

- Three-quarters of residents 18-34 (77%) supported a HOT facility, compared to 63% of those 35-54 and 60% of those 55+.
- Predicted usage of the HOT facility also differs by age. Over half of residents 18-34 (59%) and those 35-54 (53%) indicated regular usage of HOT lanes, compared to 23% of residents 55+.

By Household Income: There is relatively more support for HOT lanes among lower- and moderate-income households on Oahu.

- Support for a high-occupancy highway is higher among moderate-income ($35,000 or less) residents (77%) than among those earning $35,000 to $75,000 (67%) and those earning $75,000 or more (62%) said 'yes' to "*Would you support construction of an elevated high-occupancy highway for carpools, vanpools and buses …?*"

No other statistically significant differences were found among Oahu segments relative to the proposed HOT facility.

The next section discusses reactions to proposed access routes through Pearl Harbor.

[10] These differences were found to be statistically significant at the p ≤.05 level, based on tests of statistical significance.

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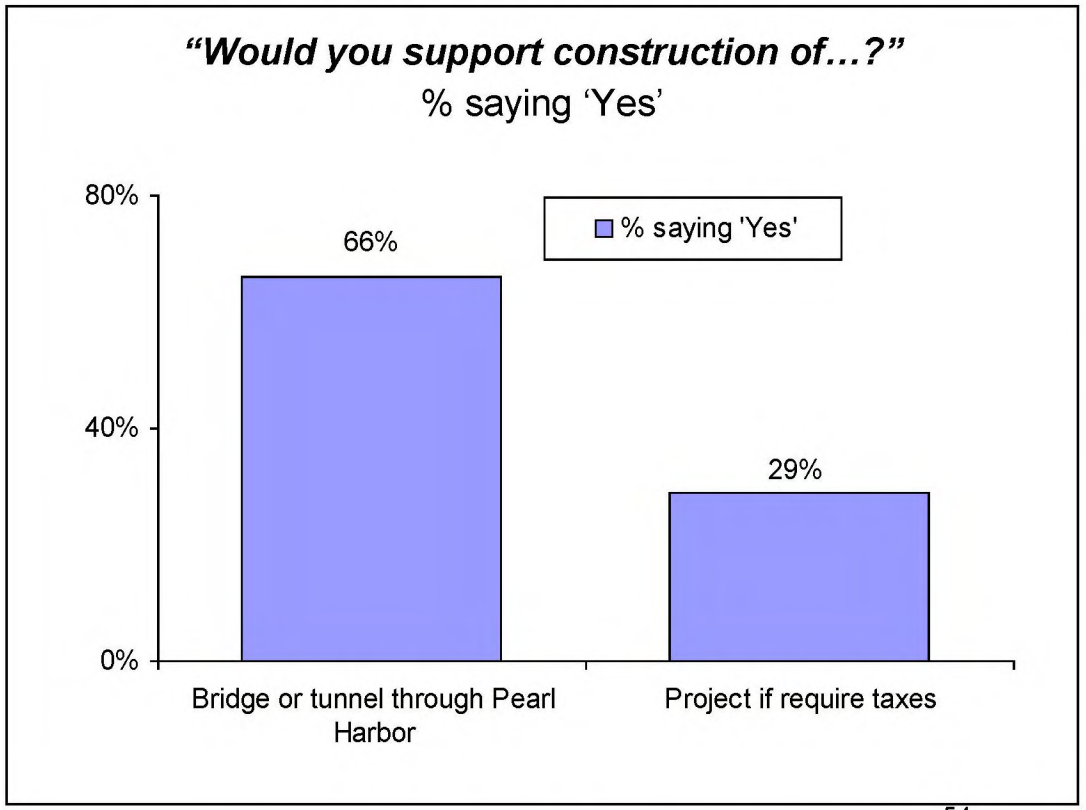
VI. REACTION TO NEW ACCESS ROUTES THROUGH PEARL HARBOR

Reactions to a proposed access route through Pearl Harbor were gauged as follows:

"A new access between Ewa and Honolulu through Pearl Harbor has been suggested to improve traffic conditions. This access could take the form of either a tunnel under Pearl Harbor or a series of bridges and roadways across Pearl Harbor. Would you support construction of either a tunnel or a bridge across Pearl Harbor?

"Would you support construction of such a tunnel if the tolls generate were not sufficient to cover the cost and it would require additional taxes?"



- Again, most residents (66%) would initially support the proposed access route upon hearing the concept (as described above).
- With mention of increased taxes, however, support drops sharply to 29% from 66%.

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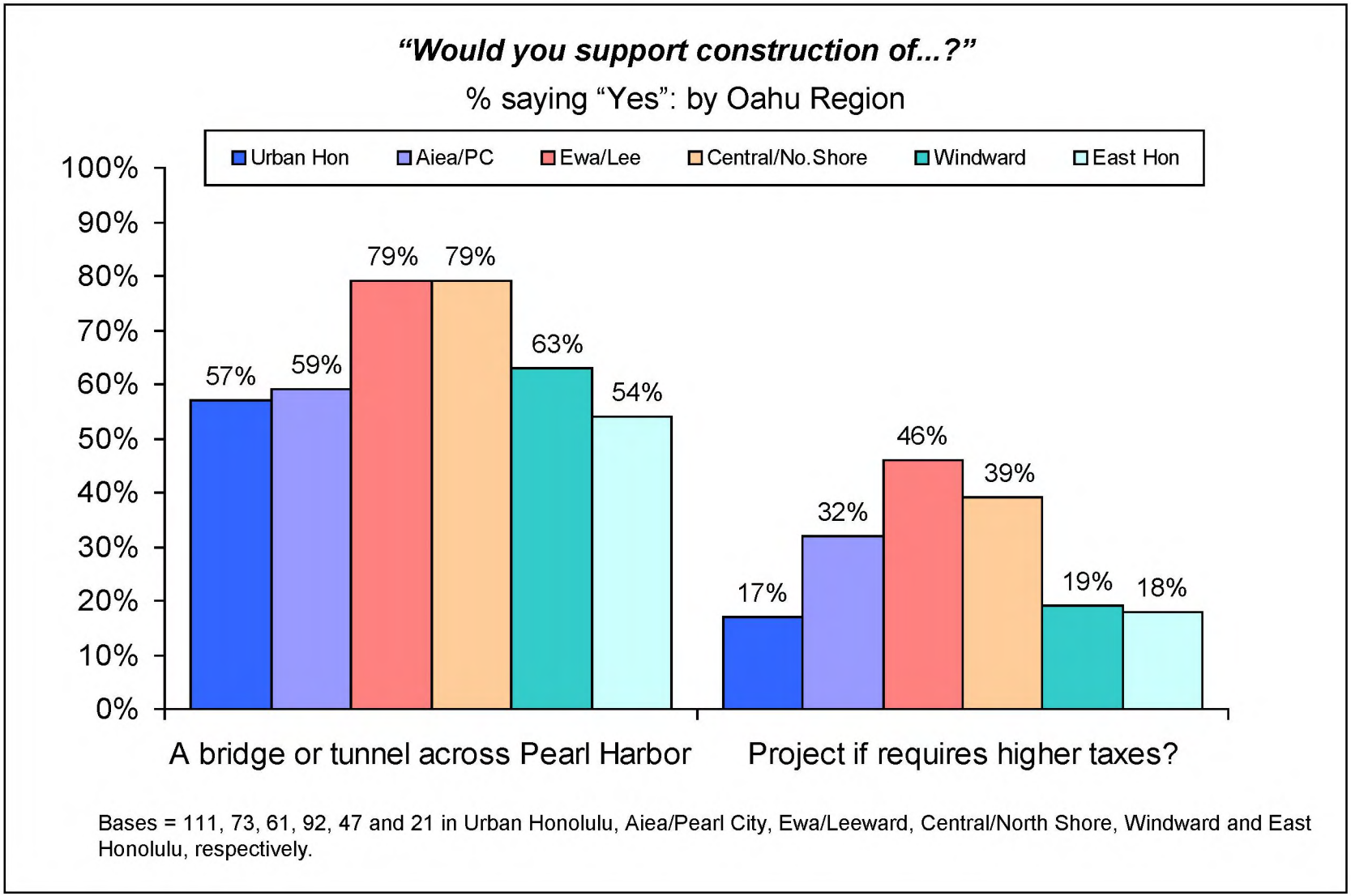
Reaction to Pearl Harbor Bridge/Tunnel: by Oahu Region

Greatest support for the proposed access route is in *Ewa/Leeward* (80%) and in Central Oahu (79%).

With mention of higher taxes, support drops across the board – particularly in *urban Honolulu,* where it declines from 57% to 17% after taxes are mentioned.



Bases = 111, 73, 61, 92, 47 and 21 in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central/North Shore, Windward and East Honolulu, respectively.

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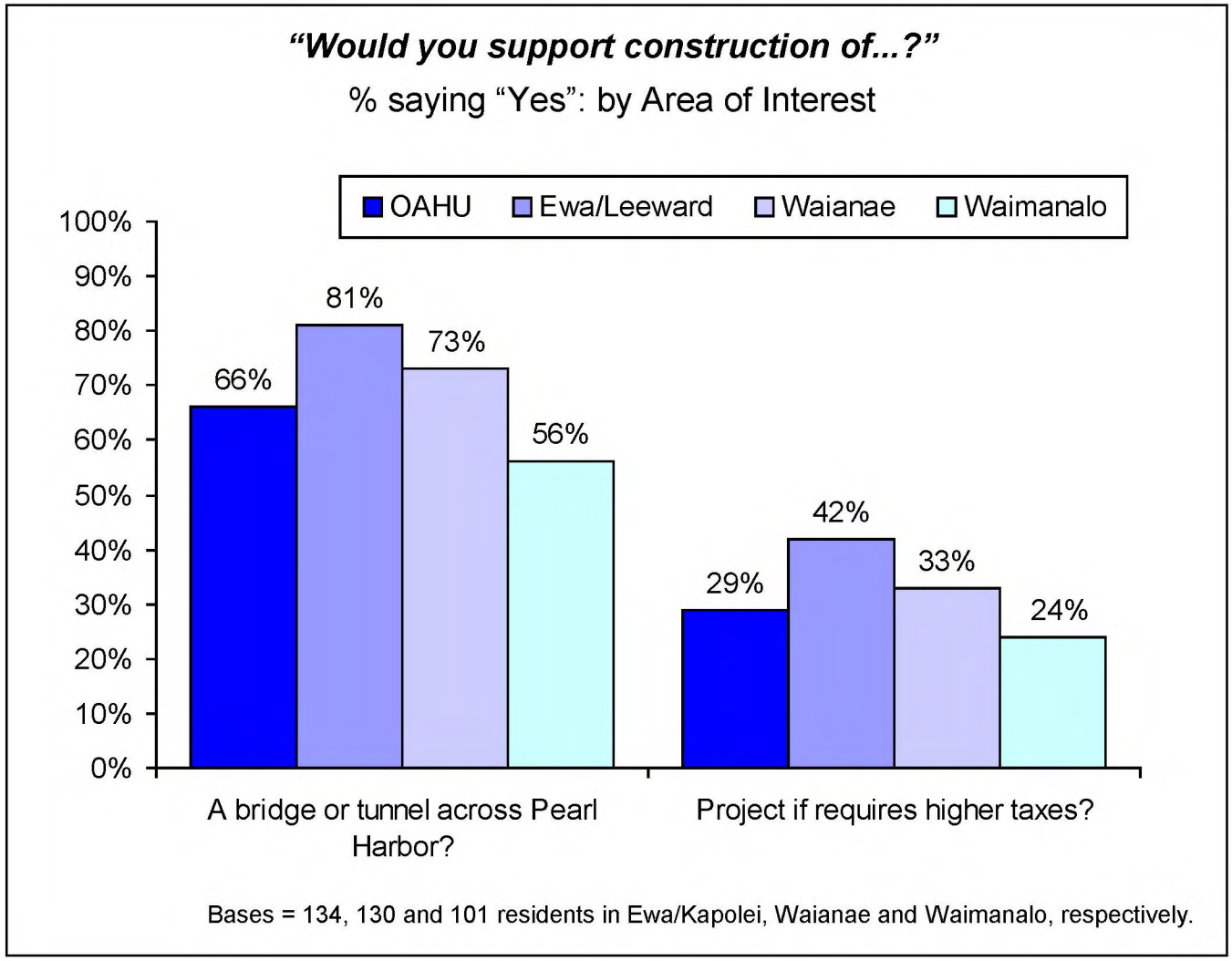
Reaction to Pearl Harbor Bridge/Tunnel: by Area of Interest

The same pattern can be seen in Kapolei, Waianae and in Waimanalo, where support drops by about half when increased taxes are mentioned.



The level of support both before and after mention of taxes is highest in *Ewa/Kapolei* (81% and 42%, respectively).

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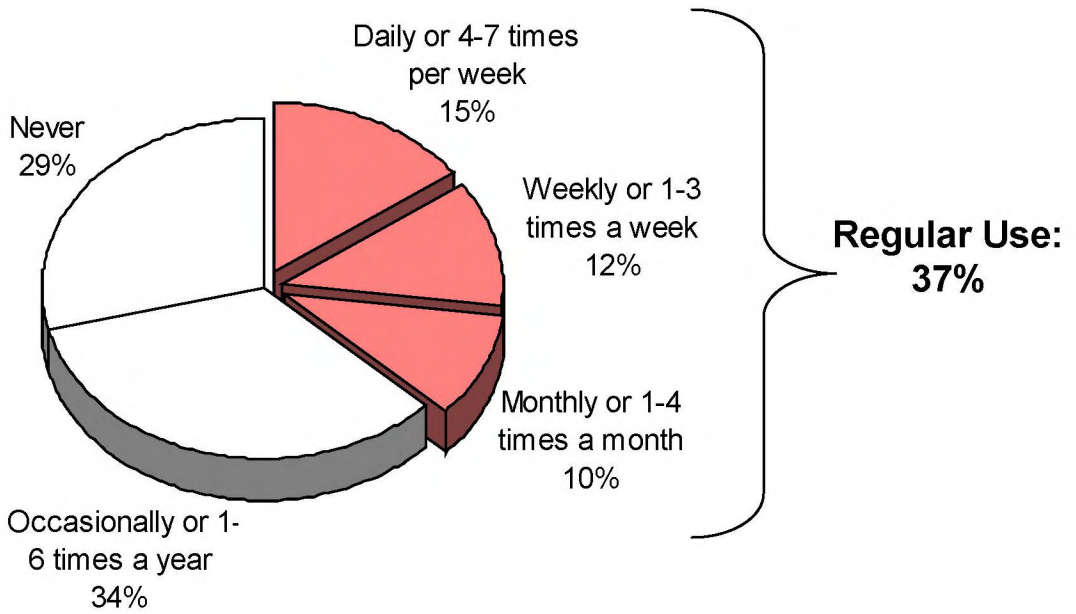
Frequency of Usage of Pearl Harbor Access

Three in four (**76%**) Oahu residents said they would make use of a Pearl Harbor bridge or tunnel if tolls were affordable to them, based on responses to.

> *"If a Pearl Harbor bridge or tunnel were constructed and a toll were charged that you considered affordable, how often would you use it? Would you use it…?*
>
> - *Daily or 4-7 times per week*
> - *Weekly or 1-3 times per week*
> - *Monthly or 1-4 times per month*
> - *Occasionally or 1-6 times a year; or*
> - *Never?"*

- **37%** said they would use the facility *regularly*, i.e., daily, weekly or monthly, if tolls were affordable.
- **15%** said they would use it *daily*, and another **12%** would likely use it on a weekly basis.
- **10%** would use the bridge/tunnel lanes perhaps 1-4 times a month.
- **29%** said they would <u>never</u> use the new access route.

"How often would you use a Pearl Harbor bridge or tunnel?"
Oahu Residents



Base = 403 Oahu Residents.

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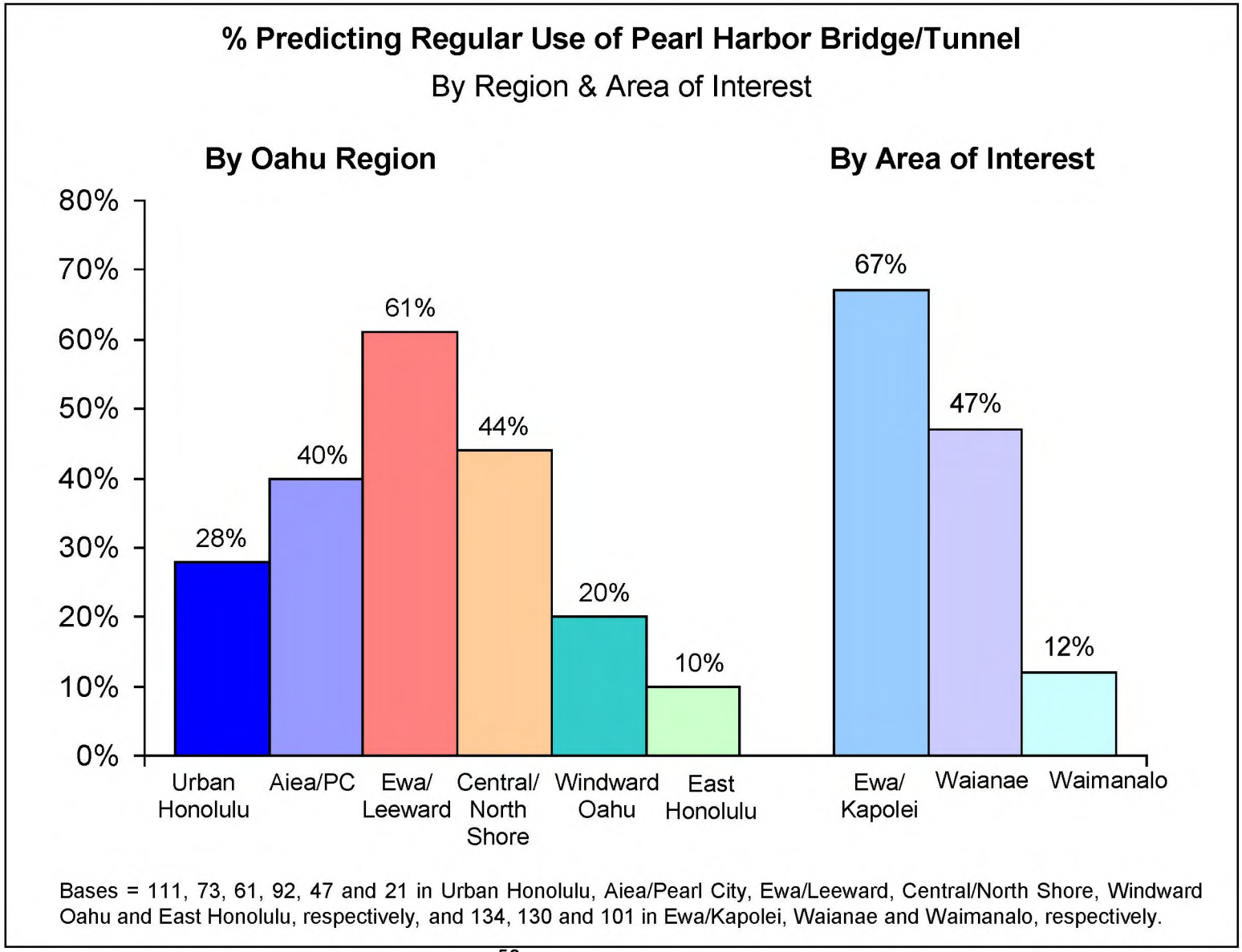
Frequency of Pearl Harbor Access Usage: by Oahu Region

The data suggest that the Pearl Harbor access facility would most serve the West and Central Oahu population.

Greatest regular usage would come from *Ewa/Leeward* residents (61%).

Two-thirds of *Kapolei* residents (67%), specifically, would use this access route if constructed.



Bases = 111, 73, 61, 92, 47 and 21 in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central/North Shore, Windward Oahu and East Honolulu, respectively, and 134, 130 and 101 in Ewa/Kapolei, Waianae and Waimanalo, respectively.

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Toll Price Points for Pearl Harbor Access

Residents who said they would use the Pearl Harbor access (n=285 or 71%) were asked to indicate how much they would pay to use the facility, in the following manner:

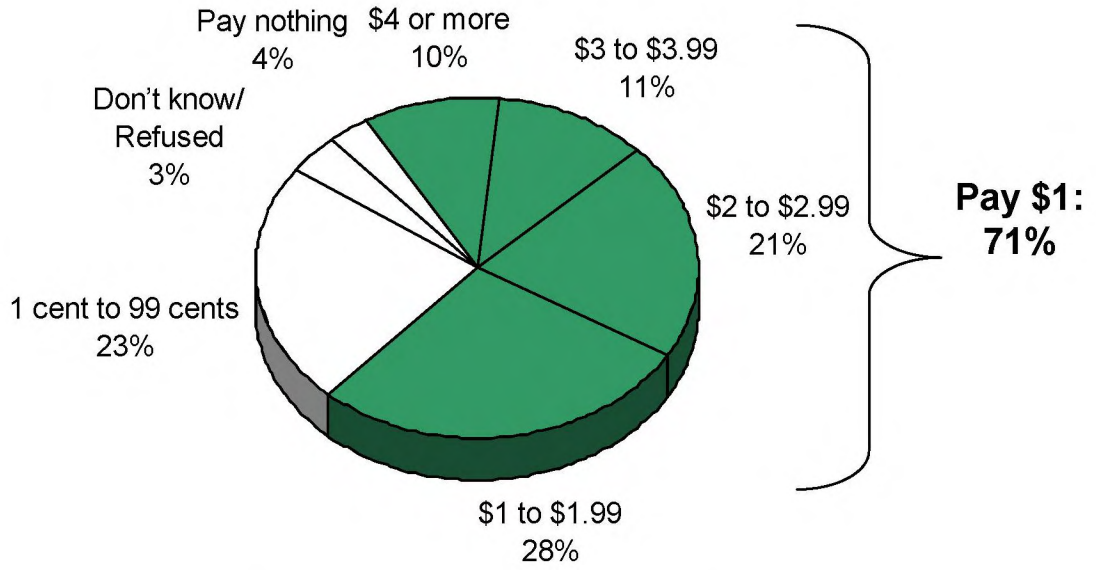
"What is the most you would pay to use a Pearl Harbor bridge or tunnel if it saves you 30 minutes in travel time? Would you pay…?

- *$4 or more*
- *Between $3 and $3.99*
- *Between $2 and $2.99*
- *Between $1 and $1.99*
- *Between one cent and 99 cents*
- *Pay nothing"*

- **71%** of this group would pay at least $1 to drive through Pearl Harbor using the proposed facility.
- **42%** would reportedly pay $2 or more, based on survey data.
- If the toll was kept below $1, **93%** of future users would reportedly pay it.

"What is the most you would pay to use Pearl Harbor bridge/tunnel?"

Likely Users



Base = 286 Oahu Residents who indicated they would use the Pearl Harbor bridge/tunnel if constructed.

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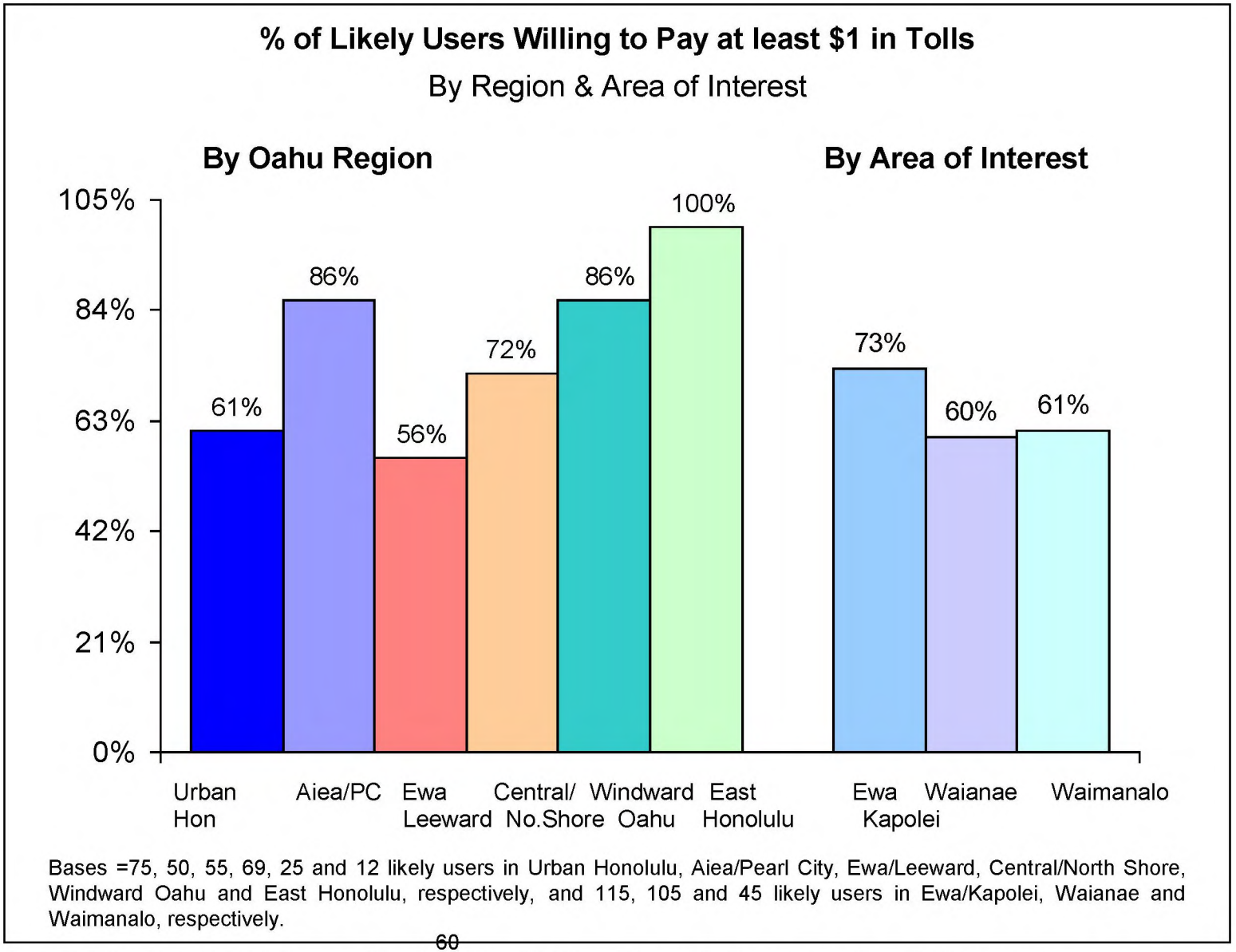
Paying $1+ Pearl Harbor Tolls: by Oahu Region

User willingness to pay at least $1 in tolls to use the Pearl Harbor facility is strongest in Aiea/Pearl City and in East Honolulu.

In the areas of interest, willingness to pay at least $1 is highest among likely users in *Kapolei* (73%).



Bases =75, 50, 55, 69, 25 and 12 likely users in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central/North Shore, Windward Oahu and East Honolulu, respectively, and 115, 105 and 45 likely users in Ewa/Kapolei, Waianae and Waimanalo, respectively.

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Other Subsample Data[11]

By Mode of Transportation:

- Relative to toll amounts tested for Pearl Harbor, proportionately more *drivers* (72%) than *bus riders* (58%) would be willing to pay $1 or more in tolls to use the Pearl Harbor access.

By Household Income:

- Initially, those earning $35,000 to $75,000 (71%) were most favorable to the proposed route, overall, than were moderate-income ($35,000 or less) residents (57%) or those earning $75,000 or more (59%).
- After higher taxes were mentioned, support dropped to less than 30% across the board, with no significant differences between respondents by income.

No other statistically significant differences were found among Oahu segments relative to the proposed Pearl Harbor bridge/tunnel.

[11] These differences were found to be statistically significant at the $p \leq .05$ level, based on tests of statistical significance.

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- It is clear that the proposed facilities – the Rail Rapid system, the HOT lane facility and the Pearl Harbor access route – would primarily serve populations in West and Central Oahu. All three projects enjoyed higher endorsement and predicted future usage in these areas than in Honolulu or other Oahu communities.

  Relative to the proposed HOT lanes and Pearl Harbor access route, the data suggests that moderate toll charges – perhaps $1 – would be acceptable, but higher taxes would not. The majority of users is willing to pay $1 to access these facilities – but is not willing to pay more in taxes to fund construction of either project.

The next section discusses reactions to proposed secondary access routes to Oahu communities.

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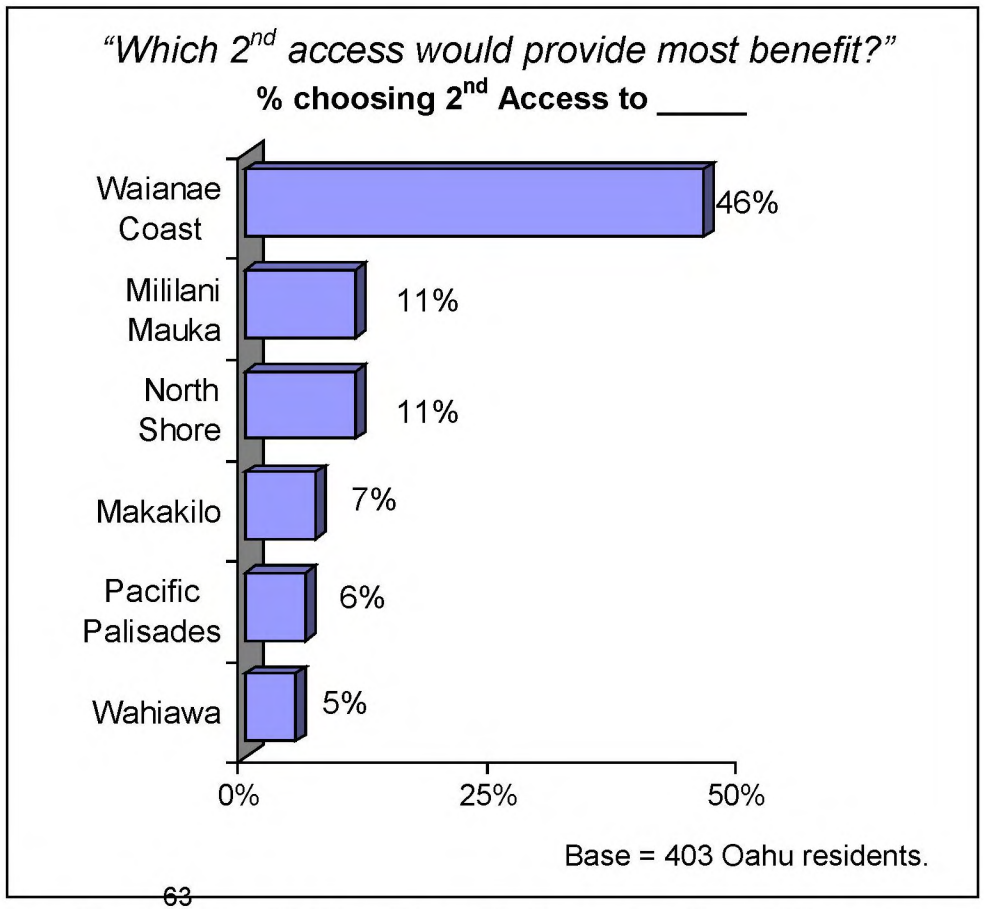
VII. SECOND ACCESS ROUTES TO OAHU COMMUNITIES

Residents were read of list of five areas to consider for construction of secondary access routes, then asked which one would be most beneficial, as follows:

> *"Some communities on Oahu have asked for a second route to their areas for various reasons such as evacuation from natural disasters, traffic accidents, congestion relief and hostage control. I'll read a short list, and if there were only enough money to build one project, which of the following would provide the most benefit? A second access to…?*
>
> - *The Waianae Coast*
> - *Mililani Mauka.*
> - *The North Shore*
> - *Wahiawa*
> - *Pacific Palisades."*

- A 2nd access route to the Waianae Coast ranked first by a large margin, with **46%** of Oahu residents indicating that it will "*provide the most benefit*."
- None of the other 2nd Access choices came close to Waianae in perceptions of "*providing the most benefit*" to residents.



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Most Beneficial 2nd Access: by Oahu Region

A 2nd access route to the Waianae Coast ranked first in all regions, with the strongest support found in Ewa/Leeward (72%). The only other 2nd access route receiving significant mention was a route to the North Shore, perceived as most beneficial by 22% of Central Oahu/North Shore residents.

Second Access to…	WHICH PROVIDES MOST BENEFIT?					
	Urban Honolulu	Aiea/ Pearl	Ewa/ Leeward	Central Oahu	Wind-ward	East Honolulu
Waianae Coast	**33%**	**49%**	**72%**	**38%**	**58%**	**41%**
Mililani Mauka	13	9	8	18	4	8
The North Shore	11	4	3	22	11	15
Makakilo	6	2	11	11	5	4
Pacific Palisades	9	15	0	2	4	0
Wahiawa	3	9	2	6	6	0
Don't Know	25	12	5	2	13	33
(Base=)	(111)	(72)	(60)	(92)	(47)	(21)

Differences between Oahu regions shown above were found to be statistically significant at the p< .05 level of confidence.

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Most Beneficial 2nd Access: by Area of Interest

In Waianae, nearly all residents want a second route to the Waianae Coast (95%), compared to about half of residents in Ewa/Kapolei (50%) and in Waimanalo (55%).

Second Access to…	WHICH PROVIDES MOST BENEFIT?		
	Ewa/Kapolei	Waianae	Waimanalo
Waianae Coast	**50%**	**95%**	**55%**
Mililani Mauka	8	0	9
The North Shore	2	2	9
Makakilo	24	1	4
Pacific Palisades	3	1	2
Wahiawa	6	0	4
Don't Know	7	2	17
(Base=)	(130)	(123)	(92)

No other statistically significant differences were found among Oahu segments relative to secondary access routes.

The next section discusses the perceived importance of the bicycle master plan.

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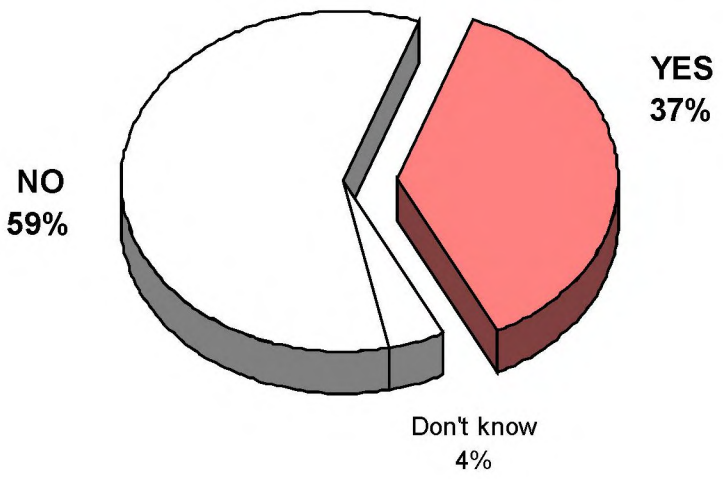
VIII. BIKEWAYS AS A TRANSPORTATION PRIORITY

Residents' response to proposed construction of bikeways on Oahu was gauged as follows:

"Funding for construction of bikeways on Oahu, as identified in the state bicycle master plan, is being considered. Do you think putting the bicycle master plan in place should be a high priority?"

"Should the bicycle master plan… be a high priority?"
Oahu Residents



Base = 403 Oahu residents.

- From overall responses, bikeways are <u>not</u> a high priority for Oahu residents. Less than half (**37%**) reportedly support the bicycle master plan as a high priority.
- The majority of residents (**59%**) apparently do not feel it should be a high priority.

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Bicycle Master Plan as a Priority: by Oahu Region

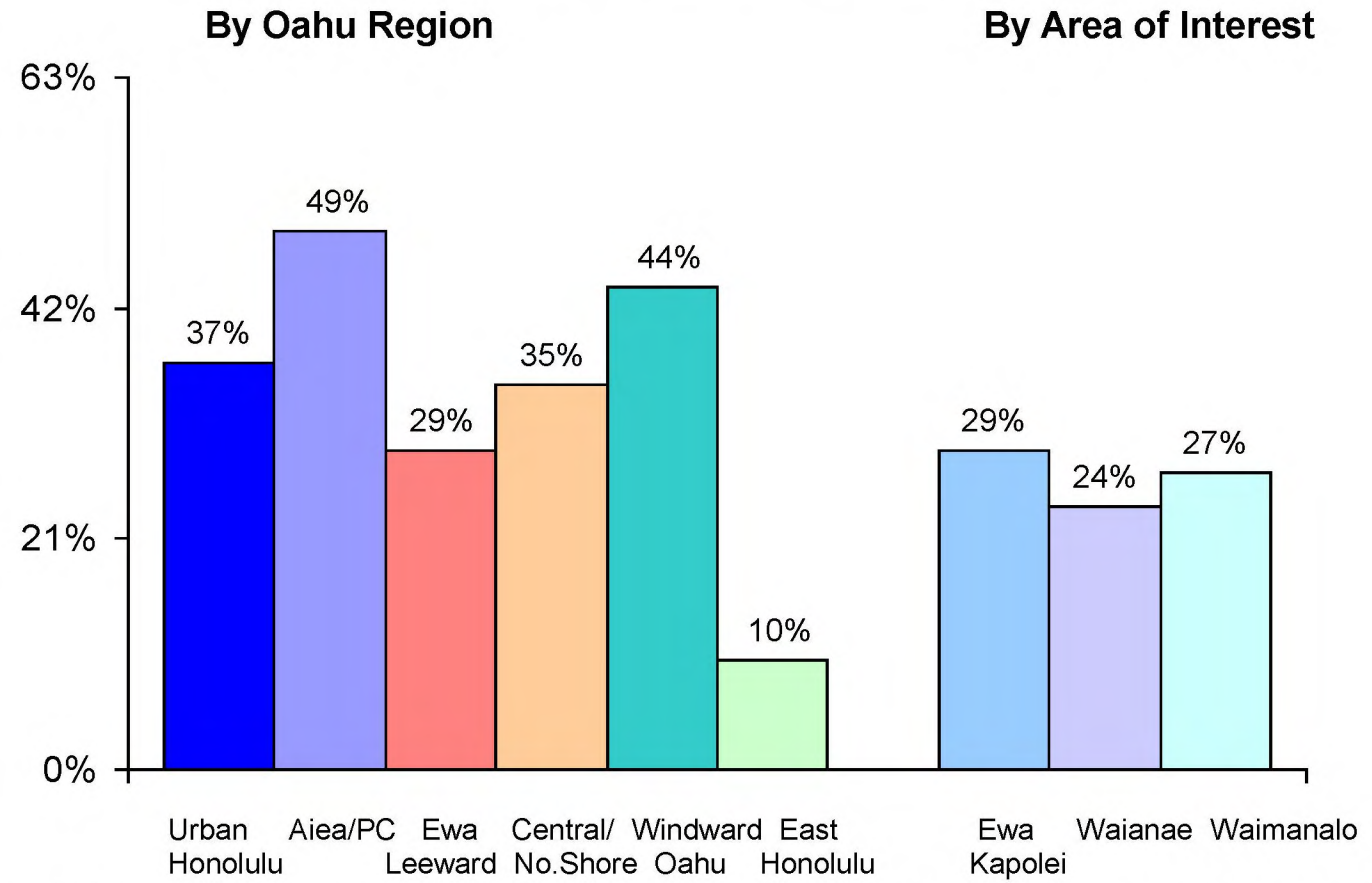
In none of the key Oahu regions was there a majority in favor of making the Bicycle Master Plan a high priority.

Greatest support for making the Plan a priority was found in **Aiea/Pearl City** (49%) and in **Windward Oahu** (44%).

Bikeways are even less of a priority in the areas of interest. No more than 29% felt that the Plan should be put into place.

"Should putting the bicycle master plan in place be a priority?"

% saying 'Yes': By Oahu Region & Area of Interest



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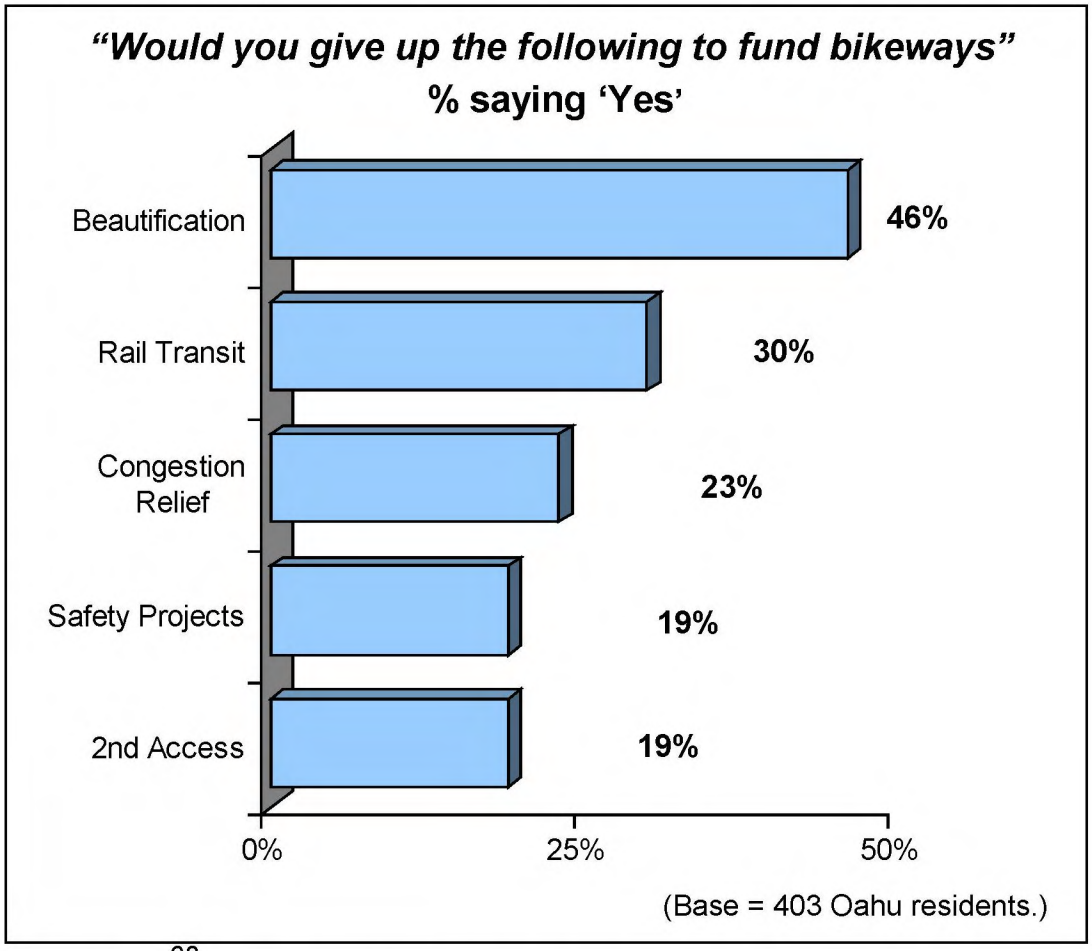
Trading Off Other Projects for Bikeways

There is not island-wide majority support for trading off <u>any</u> of the listed projects for construction of bikeways, based on responses to:

> *"If bikeways are built, funding may not be available for other projects. To fund construction of bikeways, would you be willing to give up the following projects?*
>
> - *Providing communities with a second route to their areas.*
> - *Congestion relief, for example, new roads, road-widening*
> - *Rail transit projects*
> - *Safety projects*
> - *Beautification projects."*

- Of the five projects, **beautification** projects would be most easily given up for bikeway construction, with 46% of residents saying 'yes.'
- The public, overall, is not willing to back bikeway construction in lieu of *rail transit* (30%), *congestion relief* (23%), *safety projects* (19%) or *second access* to Oahu areas (19%).



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Trading Off Projects for Bikeways: by Oahu Region

There is not island-wide support, but there is majority support specifically in East Honolulu (75%), Aiea/Pearl City (62%) and in Windward Oahu for trading off **beautification** projects in favor of bikeway construction (shown below).

Would you give up...?	FUNDING BIKEWAY CONSTRUCTION					
	Urban Honolulu	Aiea/ Pearl	Ewa/ Leeward	Central Oahu	Wind-ward	East Honolulu
Beautification projects	**45%**	**62%**	**29%**	**31%**	**58%**	**75%**
Congestion relief	28	21	28	15	29	10
Rail Transit	35	41	32	16	35	8
Safety Projects	19	19	26	11	29	10
2nd Routes to Areas	28	24	8	11	20	13
(Base=)	(111)	(72)	(60)	(92)	(47)	(21)

Differences between Oahu regions shown above were found to be statistically significant at the p< .05 level of confidence.

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Trading Off Projects for Bikeways: by Area of Interest

In none of the areas of interest was there majority support found for giving up any of the mentioned projects in favor of bikeway construction.

Would you give up…?	FUNDING BIKEWAY CONSTRUCTION		
	Ewa/Kapolei	Waianae	Waimanalo
Beautification projects	**42%**	**27%**	**36%**
Congestion relief	11	17	15
Rail Transit	27	25	31
Safety Projects	14	22	12
2nd Routes to Areas	14	16	10
(Base=)	(130)	(123)	(92)

Among residents island-wide, one in four (26%) indicated that *"nothing should be given up for bikeways."*

- Among the key regions, highest agreement that "nothing should be given up" was found in Ewa/Leeward (36%) and in Central Oahu (39%).
- Among the areas of interest, highest agreement was found specifically in Ewa/Kapolei (33%).

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Frequency of Using Bikeways

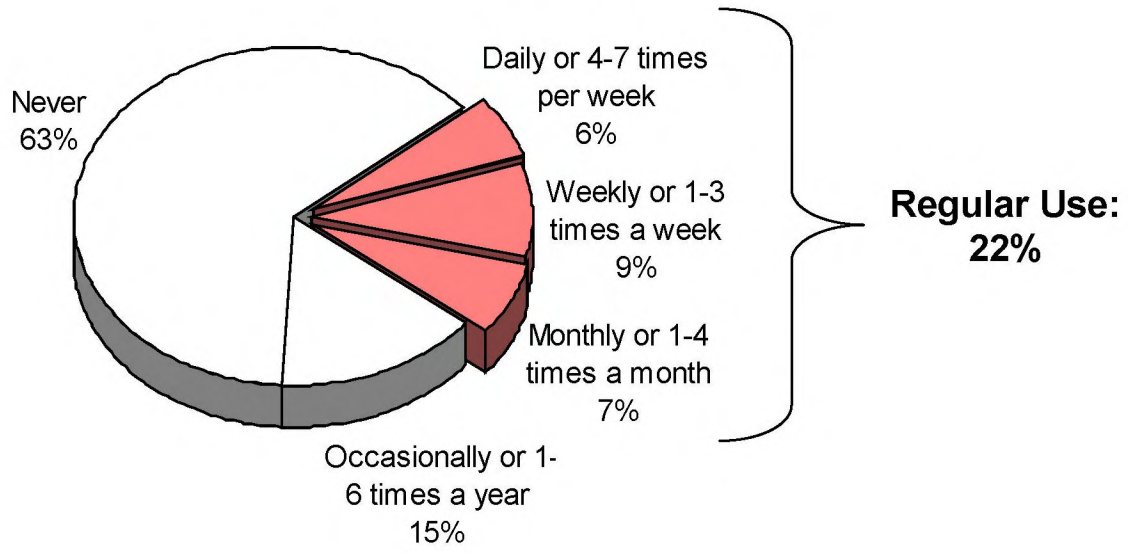
If constructed, bikeways would serve a limited segment of residents, based on responses to:

"If a bikeway was accessible to you, how often would you use it for transportation purposes, for example riding to work or doing errands, rather than for recreation or exercise? Would you use bikeways…?

- *Daily or 4-7 times per week*
- *Weekly or 1-3 times per week*
- *Monthly or 1-4 times per month*
- *Occasionally or 1-6 times a year; or*
- *Never?"*

- **22%** said they would use bikeways on a regular basis i.e., daily, weekly or monthly.
- **16%** said they would use it *occasionally*, or 1-6 times per year.
- Most **(63%)** said they would never use bikeways if constructed.

"How often would you use bikeways for transportation?"
Oahu Residents



Base = 403 Oahu Residents.

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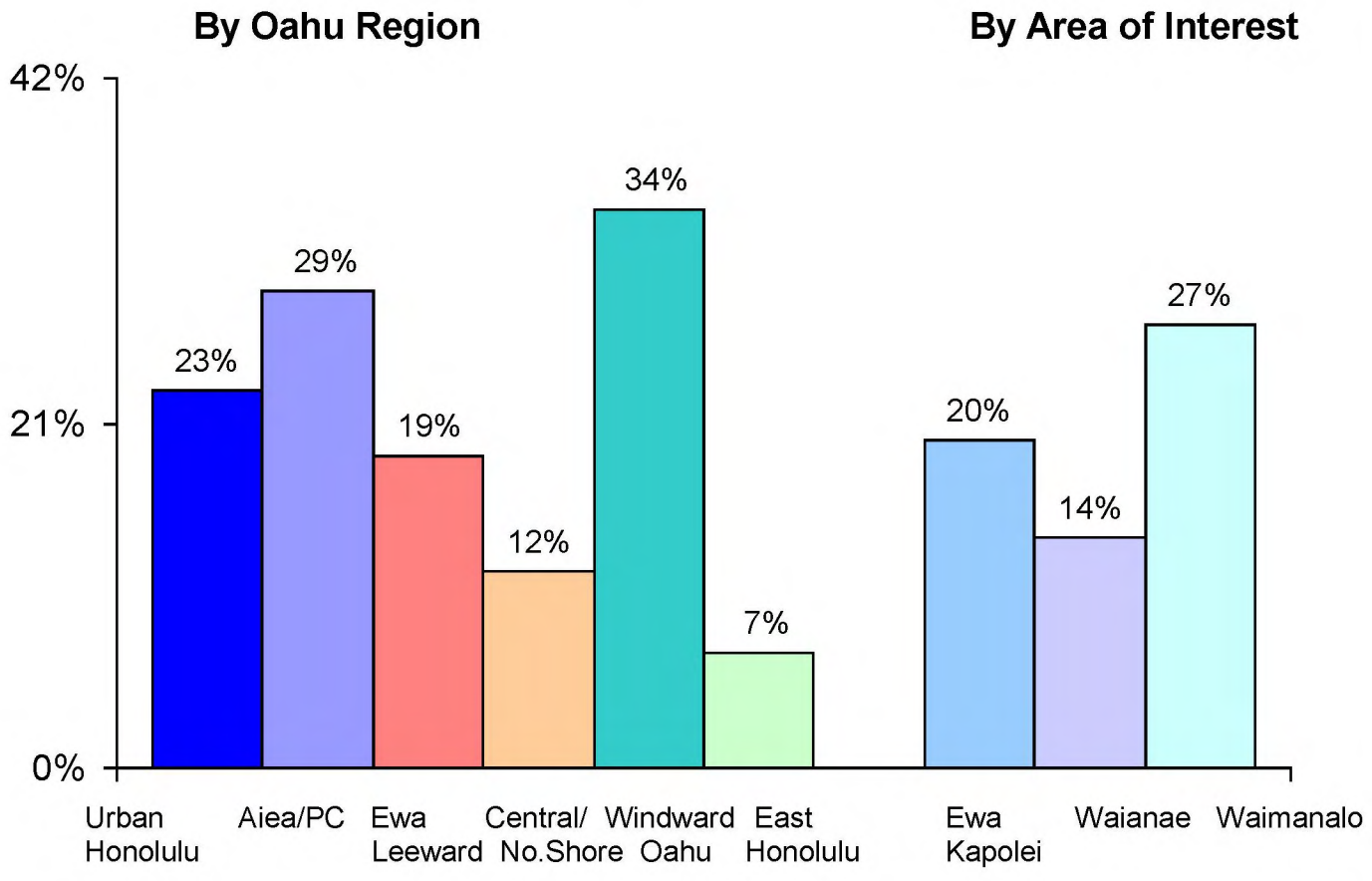
Using Bikeways: by Oahu Region

Only a minority of residents across Oahu would make regular use of bikeways if constructed.

"How often would you use bikeways for transportation purposes?

% saying daily, weekly or monthly use: By Oahu Region & Area of Interest



Bases = 111, 73, 61, 92, 47 and 21 in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central/North Shore, Windward Oahu and East Honolulu, respectively, and 134, 130 and 101 in Ewa/Kapolei, Waianae and Waimanalo, respectively.

Bikeway usage would be relatively low in *Kapolei* (20%) and in Waianae (14%), based on the subsample data.

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Other Subsample Data[12]

By Mode of Transportation:

- Proportionately more bus riders (35%) than drivers (27%) are reportedly willing to give up **rail transit** projects to fund bikeway construction.
- More drivers (45%) than bus riders (33%) would be willing to give up **beautification** projects in favor of bikeways.

By Age:

- Proportionately more residents 18-34 (41%) are reportedly willing to give up **rail transit** in favor of bikeway construction than are those 35-54 (22%) and those 55+ (29%).
- More residents 18-34 (33%) than those 35-54 (20%) and those 55+ are willing to give up **congestion relief** projects to fund bikeway construction.

By Household Income:

- More moderate-income ($35,000 or less) residents (41%) are willing to give up **rail transit** to fund bikeway construction than are those earning $35,000 to $75,000 (27%) and those earning $75,000 or more (13%).

The final sections discuss commuting patterns and demographics of Oahu respondents.

[12] These differences were found to be statistically significant at the p ≤.05 level, based on tests of statistical significance.

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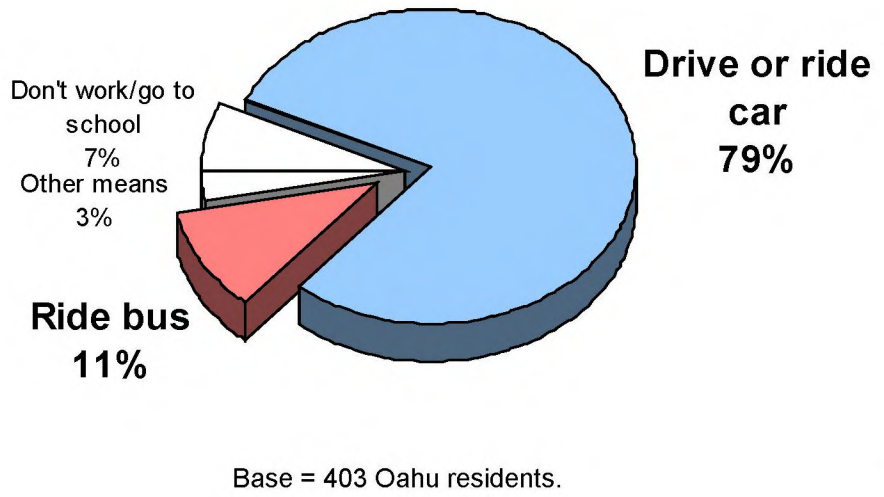
IX. PATTERNS OF COMMUTING

Usual Means of Transportation.

"What means of transportation do you usually use to go to school or work?"



Base = 403 Oahu residents.

- Currently, **79%** of Oahu residents reported driving regularly to their jobs or to school, and about one in ten (11%) take *TheBus*.
- Few (3%) said they used other means to get to work or school.

In 2004, by comparison, 59% said they drove, 12% said they rode the bus regularly to work or school, and 15% used other means (including bicycle, moped, carpool or walking).

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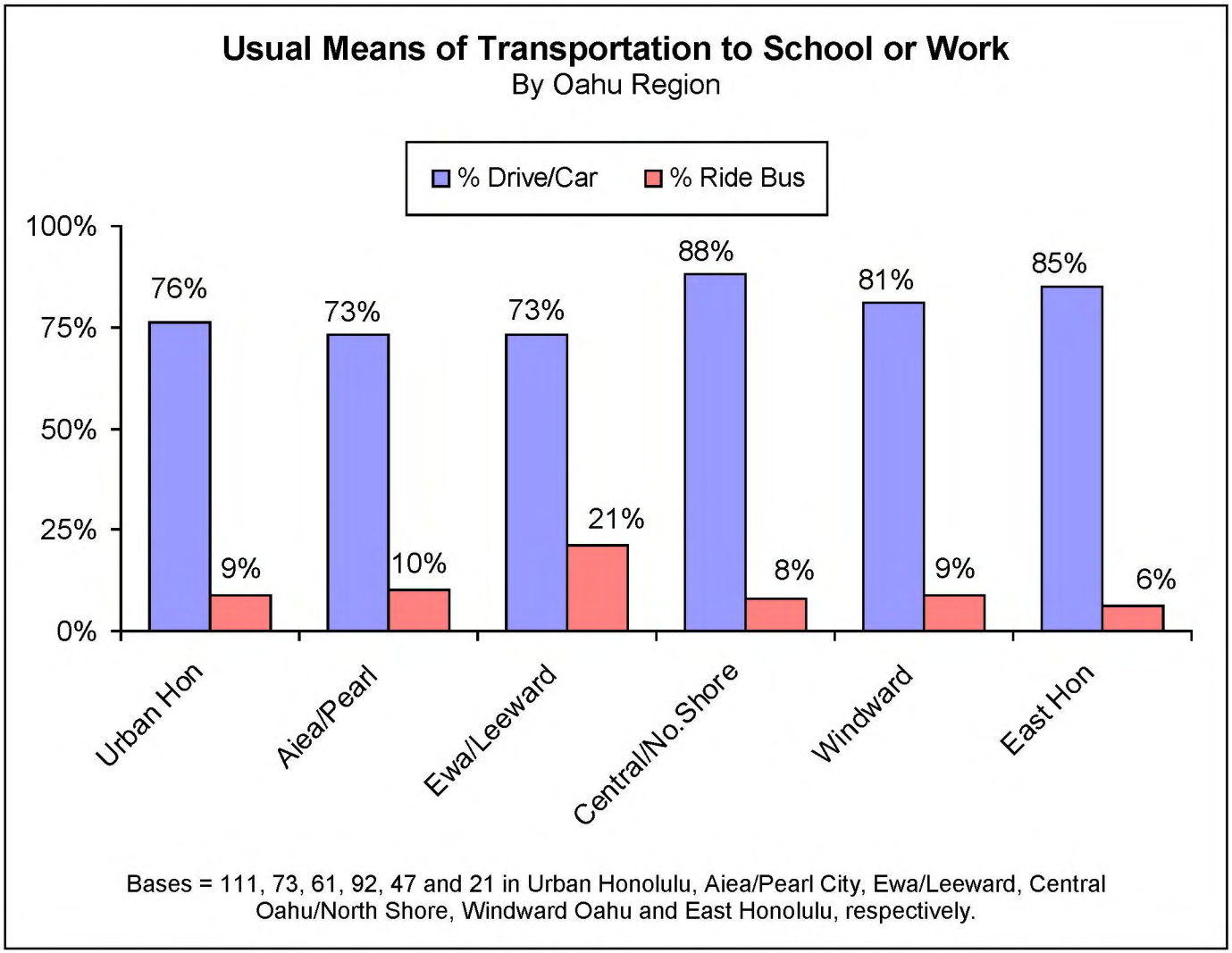
Primary Mode of Transportation: by Oahu Region



Bases = 111, 73, 61, 92, 47 and 21 in Urban Honolulu, Aiea/Pearl City, Ewa/Leeward, Central Oahu/North Shore, Windward Oahu and East Honolulu, respectively.

Differences between regions relative to mode of transportation were not found to be statistically significant at the $p < .05$ level.

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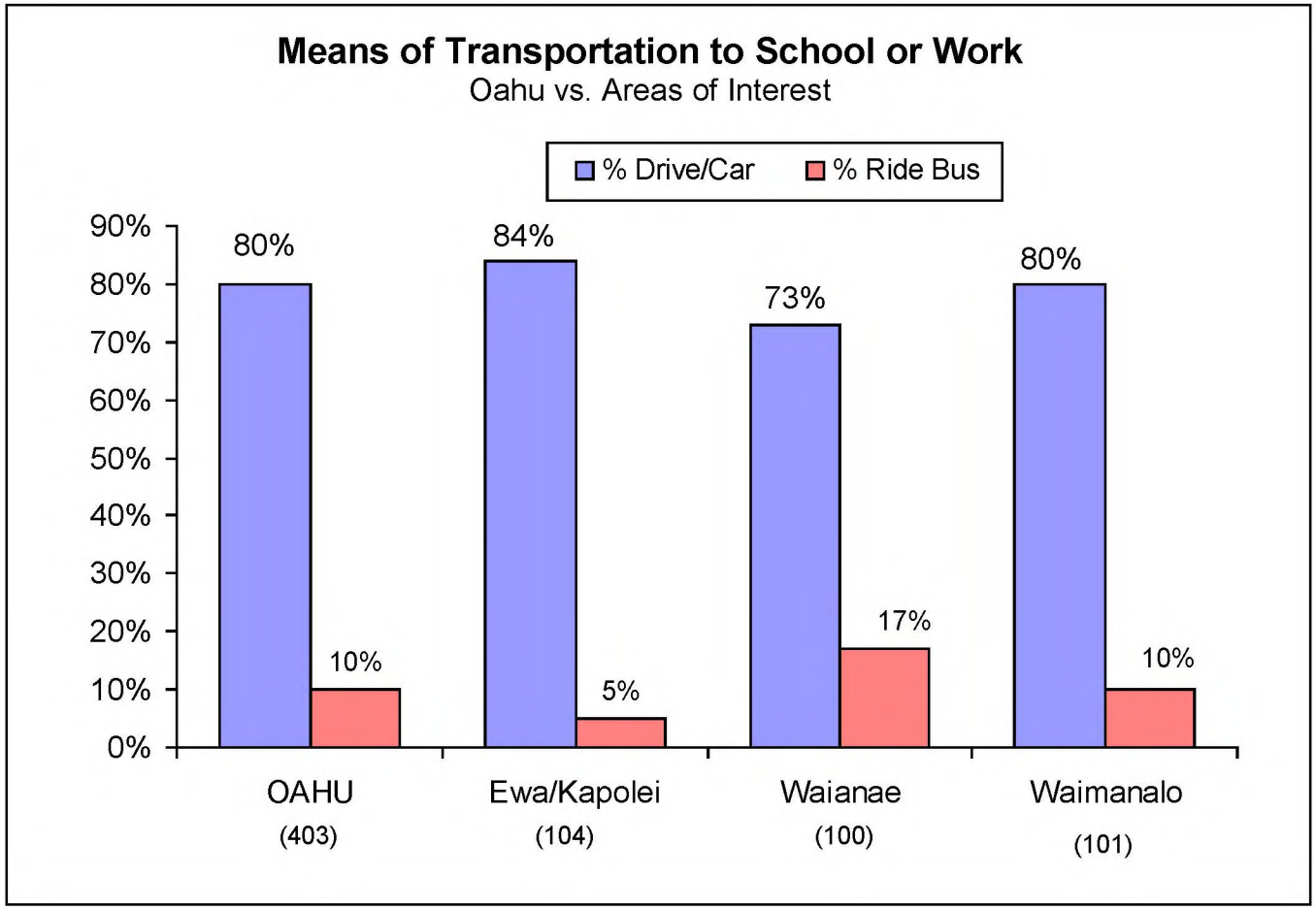
Primary Mode of Transportation: by Area of Interest

In the areas of interest, Waianae ranked highest in the proportion of residents using public transportation to go to school or to work (17%).

- In Kapolei, by comparison only 5% reported using public transportation for commuting purposes.



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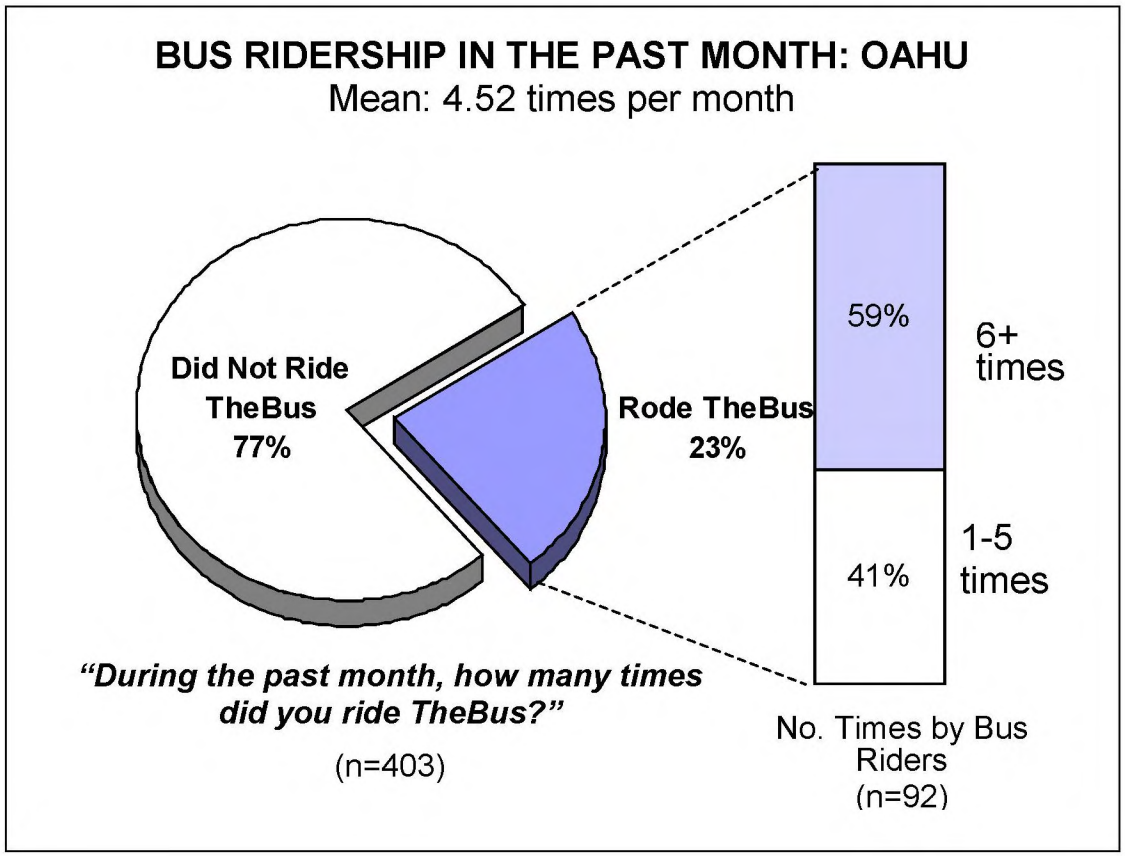
Bus Ridership in the Past Month

In January 2006, 22% said they rode *TheBus* in the past month (2004: 30%).

Bus Riders

- Six in ten bus riders (59%) reported riding 6+ times in the past month.
- Bus riders averaged nearly **16 trips** (15.8) in the past month, or about 4 times per week.
- Over a third (38%) apparently took *TheBus* on a daily basis (20+ times) in the past month.



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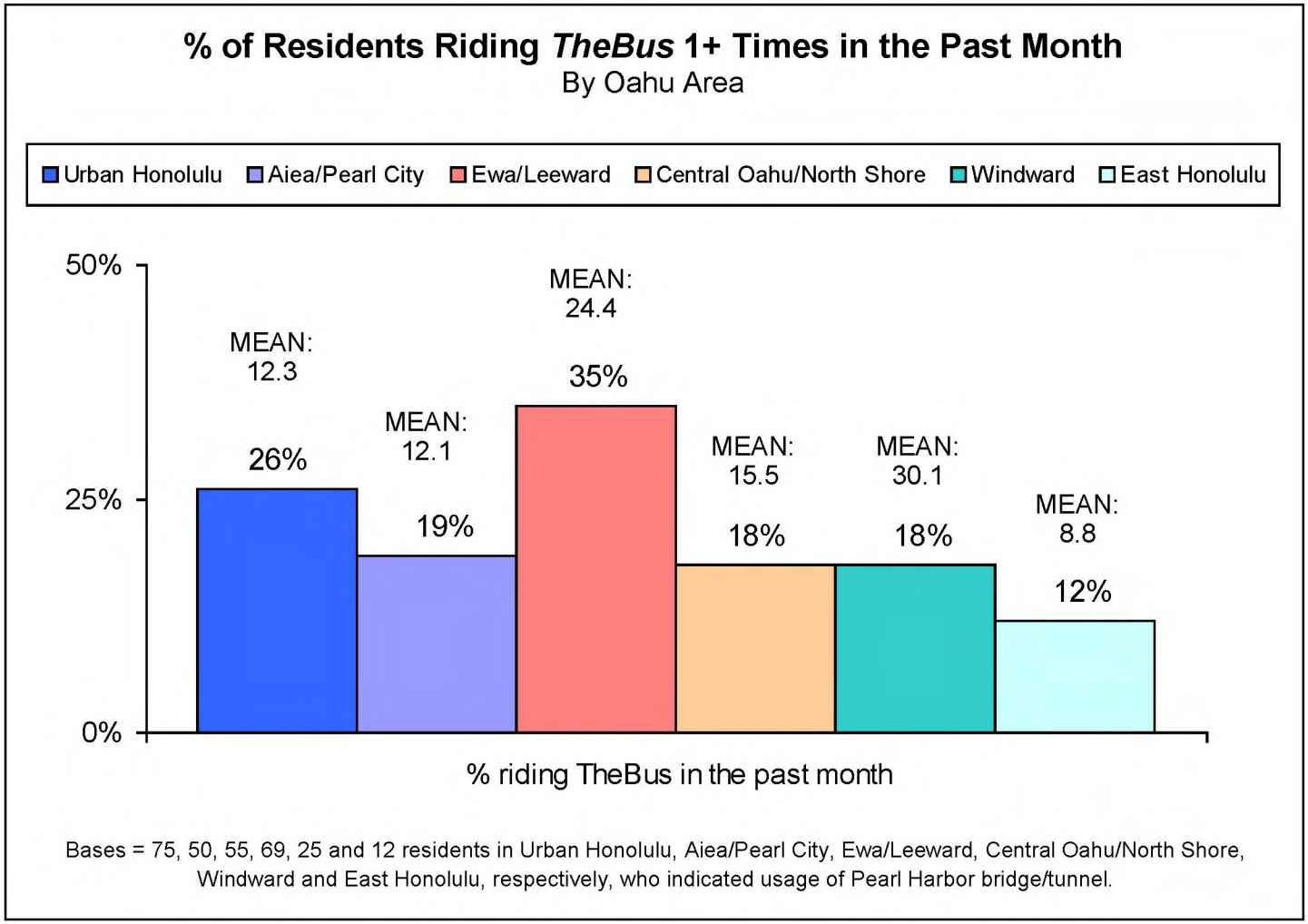
Bus Ridership: by Oahu Region

Based on the number taking 1+ trips in the past month, the proportion of bus riders was highest in *Ewa/Leeward* (35%), while the lowest proportion was in *East Honolulu* (12%).



Average Trips Taken

Average number of trips was highest among Windward bus riders (mean 30 trips) and lowest among East Honolulu riders (mean 8.8).

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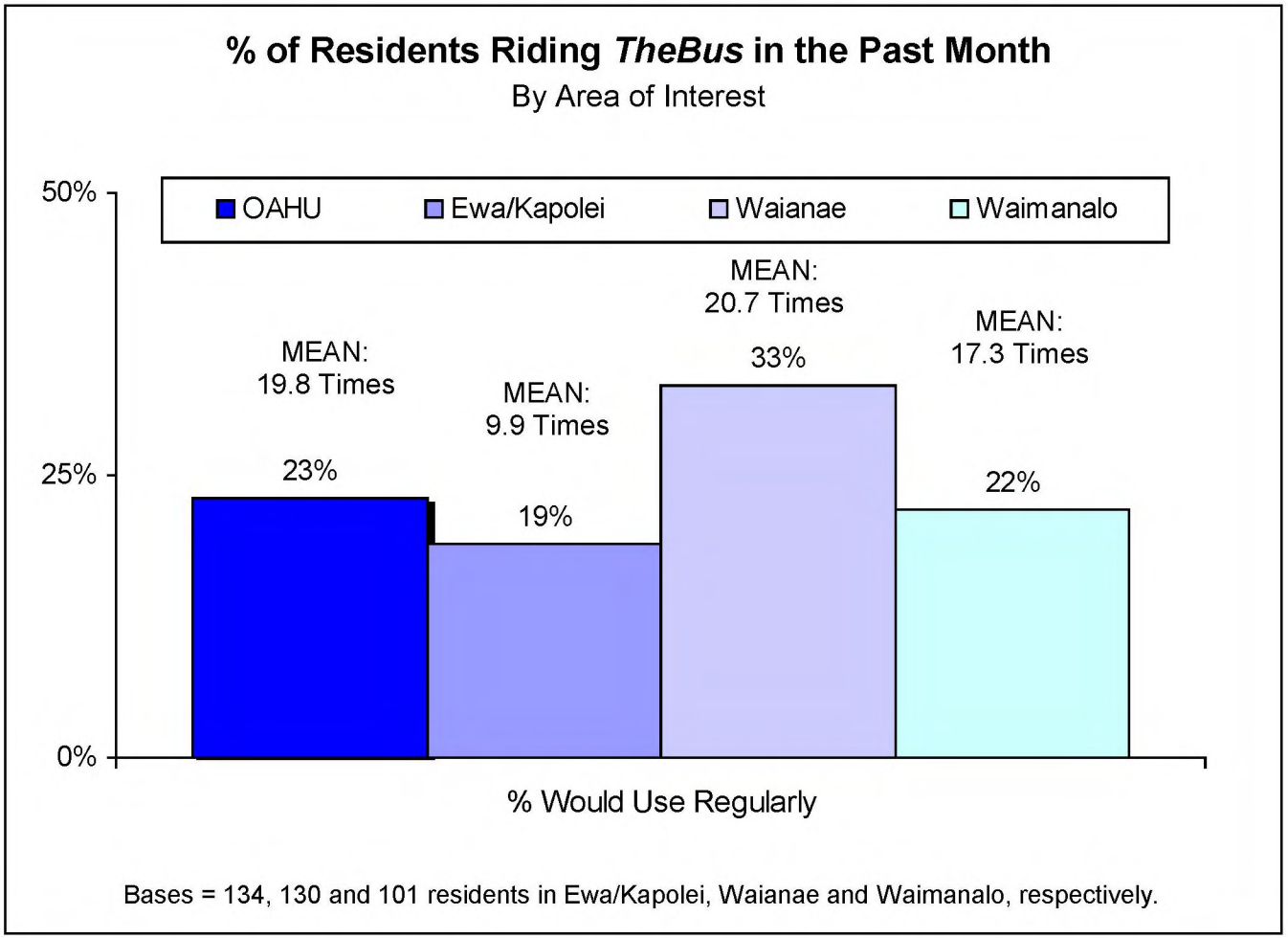
Bus Ridership: by Area of Interest

In the Leeward area, the proportion of residents riding *TheBus* was much higher in *Waianae* (33%) than *in Kapolei* (19%).



Average Trips Taken

Waianae riders' average bus trips in the past month (mean: 18 trips) also exceeded those of Kapolei riders (mean 10 trips).

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Other Subsample Data[13]

By Age:

- Proportionately more residents 18-34 (82%) and residents 35-54 (88%) reported driving to work or schools than did older residents 55+ (58%), many of whom were retired or don't work.

By Household Income:

- There were proportionately more bus riders among moderate-income ($35,000 or less) residents (15%) than among those earning $35,000 to $75,000 (8%) and those earning $75,000 or more (10%).
- Conversely, drivers were predominant among higher-income ($75,000+) residents (82%) and those earning $35,000 to $75,000 (85%) than among moderate-income ($35,000 or less) residents (65%).

The final section profiles the Oahu cross-sectional sample and the three area of interest samples.

[13] These differences were found to be statistically significant at the $p \leq .05$ level, based on tests of statistical significance.

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X. CHARACTERISTICS OF OAHU RESPONDENTS

The Oahu cross-sectional samples and the area of interest samples were each balanced by ethnic background and by age segments, according to the distributions found in the 2000 US Census.

- Based on US Census data, the proportion of Hawaiian residents is much greater in the areas of interest – particularly in Waianae and Waimanalo – than on Oahu as a whole.

Oahu Respondents

	OAHU	Ewa / Kapolei	Waianae	Waimanalo
Caucasian	23%	26%	17%	13%
Chinese	8	3	0	2
Filipino	15	30	10	12
Hawaiian / part-Hawaiian	20	21	48	57
Japanese	20	6	6	6
mixed	6	3	8	5
other	6	8	9	3
Don't know / Refused	2	4	1	3
(Base =)	(403)	(104)	(100)	(101)
Maximum sampling error (n=400)	(±4.9%)	(±9.8%)	(±9.8%)	(±9.8%)

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- Parents with children make up about half of Oahu residents and over half in Ewa/Kapolei and Waimanalo.
- Among parents, the biggest segment consists of those with children 5-12 in the household, based on survey data.
- Over one in four residents (28%) reported having a senior adult 65+ in their household.

Oahu Respondents				
	OAHU	Ewa / Kapolei	Waianae	Waimanalo
Children in the Household				
Children < 17	47%	61%	50%	63%
0 – 4 years	22	34	21	38
5 – 12 years	26	31	22	44
13 – 17 years	21	36	31	31
Seniors				
Seniors 65+	28%	23%	29%	27%
Seniors 65 – 74	22	19	22	23
Seniors 80+	11	10	13	8
(Base =)	(403)	(104)	(100)	(101)
Maximum sampling error	(±4.9%)	(±9.8%)	(±9.8%)	(±9.8%)

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- The Oahu and area of interest samples were *weighted* to match their respective distributions by age, based on 2000 U.S. Census data. The average age of Oahu adults is about 44 years, with one-third (32%) under age 35.

- The median income of Oahu residents is **$61,000**. Median income in the areas of interest is much lower than the island-wide median, particularly in Waianae ($40,543).

Oahu Respondents				
	OAHU	Ewa / Kapolei	Waianae	Waimanalo
Age Categories				
18 – 24	13%	12%	17%	14%
25 – 34	19	26	20	17
35 – 44	20	27	22	21
45 – 54	21	15	18	17
55 – 64	12	9	11	13
65+	14	10	12	15
Mean	44.2	41.2	42.8	45.1
Annual Household Income				
Under $25,000	10	10	23	15
$25,000 but under $35,000	9	7	15	18
$35,000 but under $50,000	13	19	23	9
$50,000 but under $75,000	20	27	19	17
$75,000 but under $100,000	13	11	6	15
$100,00 +	17	13	7	10
Don't know / refused	18	14	7	16
Median income	$60,648	$57,143	$40,543	$49,250
Gender				
Male	51	52	52	52
Female	49	48	48	48
(Base =)	(403)	(104)	(100)	(101)
Maximum sampling error	(±4.9%)	(±9.8%)	(±9.8%)	(±9.8%)

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STATISTICAL BANNER TABLES:
Oahu Adult Residents

Note that in the following tables, boxed data indicate that differences between the segments within the boxes were found to be significant at the $p \leq .05$ level, based on tests of statistical significance. Differences between segments not boxed were not found to be statistically significant at the $p \leq .05$ level.

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Table 1.

Q1. I will read you a series of statements and please tell me if you strongly agree, agree somewhat, disagree somewhat or strongly disagree with each.

Traffic congestion is a serious problem on O'ahu.

Traffic congestion is a serious problem between Kahala and Pearl City.

Traffic congestion is a serious problem in Leeward O'ahu.

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono-lulu	Aiea/ Pearl/ Moa-nalua	Ewa/ Lee-ward	Centrl Oahu/ North Shore	Wind-ward	East Hono-lulu	Ewa/ Kapo-lei	Wai-anae	Wai-ma-nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca-sian	Japan-ese	Hawai-ian	Fili-pino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Fe-male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
TRAFFIC IS SERIOUS PROBLEM ON O'AHU																									
Strongly Agree	83	90	81	86	83	72	77	93	86	81	**83**	**78**	**83**	90	78	83	76	**69**	**91**	**89**	79	85	91	**82**	**85**
Somewhat Agree	14	8	13	13	13	26	23	5	12	15	**14**	**20**	**0**	9	21	13	15	**26**	**7**	**8**	18	14	9	**12**	**15**
Somewhat Disagree	2	1	5	1	3	0	0	2	1	2	**2**	**2**	**10**	1	0	5	5	**5**	**1**	**1**	1	1	0	**4**	**0**
Strongly Disagree	1	1	1	0	1	1	0	1	1	1	**0**	**0**	**6**	0	1	0	2	**0**	**1**	**1**	1	1	0	**1**	**0**
Don't know	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
TRAFFIC IS A SERIOUS PROBLEM BETWN. KAHALA AND PEARL CITY																									
Strongly Agree	70	73	70	58	69	78	79	59	60	57	72	56	70	**73**	**68**	**68**	**69**	70	77	61	71	73	75	**73**	**67**
Somewhat Agree	18	21	19	21	18	11	16	18	15	22	17	34	15	**15**	**21**	**18**	**19**	21	14	23	18	19	17	**12**	**24**
Somewhat Disagree	4	2	3	5	4	2	5	2	4	4	4	2	4	**0**	**5**	**5**	**3**	2	4	4	2	2	2	**4**	**3**
Strongly Disagree	1	0	0	0	3	0	0	2	5	0	1	0	0	**0**	**0**	**0**	**5**	2	0	0	0	0	0	**2**	**0**
Don't know	7	4	7	16	6	9	0	20	16	17	6	8	11	12	6	9	3	5	6	12	9	5	6	8	6
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
TRAFFIC IS A SERIOUS PROBLEM IN LEEWARD O'AHU																									
Strongly Agree	69	**50**	**79**	**94**	**72**	**59**	**74**	**94**	**90**	**57**	70	77	43	69	62	75	73	**64**	**76**	**66**	**61**	**72**	**71**	**71**	**67**
Somewhat Agree	17	**23**	**14**	**6**	**17**	**20**	**12**	**5**	**6**	**23**	17	18	8	15	16	23	21	**23**	**14**	**12**	**17**	**20**	**5**	**12**	**22**
Somewhat Disagree	3	**5**	**3**	**0**	**4**	**1**	**0**	**0**	**1**	**2**	4	1	4	3	2	1	3	**5**	**1**	**4**	**3**	**1**	**15**	**5**	**1**
Strongly Disagree	0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Don't know	11	22	4	0	6	20	14	1	1	19	10	3	45	13	20	1	3	8	9	18	19	7	9	12	10
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 2.

Q1. I will read you a series of statements and please tell me if you strongly agree, agree somewhat, disagree somewhat or strongly disagree with each.

Traffic congestion is a serious problem in Central O'ahu and the North Shore.

Traffic congestion is a serious problem between in East Honolulu.

Traffic congestion is a serious problem in Windward O'ahu.

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono-lulu	Aiea/ Pearl/ Moa-nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono-lulu	Ewa/ Kapo-lei	Wai-anae	Wai-ma-nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca-sian	Japan-ese	Hawai-ian	Fili-pino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Fe-male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
TRAFFIC IS A SERIOUS PROBLEM IN CENTRAL O'AHU AND N. SHORE																									
Strongly Agree	40	36	39	38	48	43	31	32	37	44	38	49	46	40	35	45	35	**32**	**42**	**48**	48	42	35	**40**	**41**
Somewhat Agree	27	28	20	33	27	24	27	33	30	24	27	21	33	31	32	22	30	**23**	**32**	**23**	25	27	26	**20**	**34**
Somewhat Disagree	11	11	2	14	19	13	0	11	6	9	13	9	4	16	7	11	17	**22**	**8**	**3**	7	13	15	**16**	**6**
Strongly Disagree	4	7	8	1	4	0	0	7	7	2	4	8	0	3	1	0	9	**10**	**1**	**2**	6	3	8	**6**	**2**
Don't know	18	18	32	14	2	20	43	18	20	21	17	12	18	10	25	21	8	13	17	23	15	15	16	18	18
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
TRAFFIC IS A SERIOUS PROBLEM IN EAST HONOLULU																									
Strongly Agree	53	53	53	49	50	59	62	46	39	55	51	69	36	**62**	**46**	**61**	**49**	49	58	49	50	54	52	**47**	**59**
Somewhat Agree	27	34	24	27	22	21	23	22	24	29	28	22	26	**21**	**29**	**18**	**31**	28	24	27	30	27	32	**31**	**22**
Somewhat Disagree	6	3	3	3	13	4	15	9	5	11	7	1	4	**4**	**12**	**4**	**5**	7	6	4	7	5	5	**7**	**5**
Strongly Disagree	1	0	1	0	3	0	0	4	1	0	1	3	0	**0**	**0**	**0**	**5**	2	0	1	0	0	0	**2**	**0**
Don't know	13	10	18	20	11	16	0	20	31	6	13	5	34	13	13	17	10	13	11	19	13	13	10	13	13
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
TRAFFIC IS A SERIOUS PROBLEM IN WINDWARD O'AHU																									
Strongly Agree	24	24	12	29	21	35	29	17	22	39	**22**	**43**	**4**	26	24	27	30	**17**	**24**	**33**	**27**	**23**	**15**	**21**	**26**
Somewhat Agree	26	28	23	29	22	33	20	26	25	39	**28**	**14**	**39**	28	26	26	27	**28**	**31**	**15**	**11**	**36**	**28**	**24**	**28**
Somewhat Disagree	16	13	12	14	16	27	24	12	12	12	**16**	**16**	**4**	8	19	13	20	**20**	**16**	**11**	**13**	**11**	**23**	**21**	**11**
Strongly Disagree	2	2	2	1	3	4	0	7	9	5	**2**	**4**	**0**	1	1	3	5	**0**	**4**	**2**	**1**	**3**	**2**	**4**	**1**
Don't know	32	33	51	27	37	1	28	38	31	4	32	22	53	37	30	31	19	35	25	39	48	27	32	31	34
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 3.
Q1. I will read you a series of statements and please tell me if you strongly agree, agree somewhat, disagree somewhat or strongly disagree with each.
The existing roadway system is adequately maintained.
The existing bus service is adequate.
The existing bikeways are adequate.

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Honolulu	Aiea/ Pearl/ Moanalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Honolulu	Ewa/ Kapolei	Waianae	Waimanalo	Drive/ Ride	Ride Bus	Other/ else	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
EXISTING ROADWAY SYSTEM IS ADEQUATELY MAINTAINED																									
Strongly Agree	17	13	15	26	16	25	8	9	18	4	12	52	17	13	8	22	37	25	12	17	22	11	9	18	16
Somewhat Agree	24	26	28	15	27	23	10	36	24	28	26	19	15	16	32	31	30	18	30	22	30	30	22	19	29
Somewhat Disagree	26	30	37	18	16	22	40	17	21	29	26	18	52	26	26	8	22	28	22	29	32	24	26	27	25
Strongly Disagree	33	31	19	40	40	30	42	37	37	36	37	10	17	46	34	39	12	29	35	33	16	35	43	36	30
Don't know	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
EXISTING BUS SERVICE IS ADEQUATE																									
Strongly Agree	29	25	15	39	37	29	31	20	43	41	27	47	13	19	28	26	47	30	27	31	31	23	34	26	32
Somewhat Agree	35	49	35	26	25	31	43	36	30	32	37	25	42	28	34	36	32	38	34	31	43	38	29	40	30
Somewhat Disagree	9	10	8	11	10	8	5	14	6	6	10	11	4	23	8	4	4	7	11	10	8	11	21	11	8
Strongly Disagree	9	6	14	9	7	10	10	8	8	3	8	18	10	8	6	8	9	8	10	9	9	10	4	11	7
Don't know	18	10	28	15	20	22	11	21	13	19	19	0	31	21	24	26	7	17	18	19	10	19	13	12	24
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
EXISTING BIKEWAYS ARE ADEQUATE																									
Strongly Agree	11	8	4	20	15	10	4	19	15	18	10	17	4	5	8	12	21	10	12	10	16	7	14	12	9
Somewhat Agree	25	16	20	33	28	21	54	32	31	29	25	25	15	25	28	28	29	35	18	22	22	24	20	27	23
Somewhat Disagree	21	27	23	18	14	24	10	17	21	17	22	19	4	18	31	11	27	18	22	22	22	26	26	19	22
Strongly Disagree	27	31	32	19	24	26	27	19	19	19	26	28	66	35	17	27	18	22	33	25	20	24	33	29	25
Don't know	17	18	21	9	19	19	5	13	14	16	17	11	11	17	16	22	5	15	15	20	20	19	7	12	21
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 4.
Q2. Please rate each on a 10-point scale, with 10=extremely important in improving O'ahu transportation and 1=not at all important.
Widening Farrington Highway, Makaha to Kapolei
Widening Farrington Highway, Kapolei to Waipahu
Widening H-1, Pearl City to Kahala

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Honolulu	Aiea/ Pearl/ Moanalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Honolulu	Ewa/ Kapolei	Waianae	Waimanalo	Drive/ Ride	Ride Bus	Other/ else	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
WIDENING FARRINGTON HIGHWAY, MAKAHA TO KAPOLEI																									
8/9/10 Important	44	**31**	**50**	**58**	**48**	**31**	**63**	**70**	**72**	**46**	**44**	**53**	**12**	**38**	**42**	**54**	**62**	**33**	**49**	**52**	35	50	44	**38**	**50**
5/6/7	26	**28**	**17**	**18**	**33**	**34**	**20**	**19**	**12**	**18**	**28**	**13**	**39**	**36**	**27**	**18**	**13**	**32**	**26**	**19**	28	27	28	**25**	**26**
1/2/3/4 Not Important	21	**26**	**23**	**24**	**16**	**18**	**7**	**10**	**17**	**18**	**19**	**28**	**44**	**17**	**18**	**27**	**22**	**30**	**18**	**13**	19	20	20	**27**	**14**
Don't know/Refused	9	16	10	0	3	17	10	1	0	19	8	6	5	9	13	1	4	5	7	16	18	3	8	9	9
MEAN	**6.73**	**6.05**	**6.72**	**7.30**	**6.98**	**6.56**	**7.55**	**8.20**	**7.96**	**7.08**	**6.84**	**6.54**	**4.30**	**6.59**	**6.40**	**7.00**	**7.31**	**5.95**	**6.98**	**7.42**	**6.62**	**7.02**	**6.63**	**6.24**	**7.24**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
WIDENING FARRINGTON HIGHWAY, KAPOLEI TO WAIPAHU																									
8/9/10 Important	43	**34**	**36**	**63**	**51**	**31**	**44**	**65**	**68**	**36**	**44**	**45**	**8**	**35**	**35**	**55**	**55**	35	50	43	43	45	37	43	43
5/6/7	32	**34**	**35**	**20**	**35**	**39**	**20**	**20**	**19**	**24**	**33**	**31**	**34**	**39**	**31**	**25**	**36**	40	30	27	27	37	33	34	31
1/2/3/4 Not Important	16	**18**	**20**	**17**	**13**	**5**	**17**	**14**	**13**	**21**	**14**	**19**	**52**	**15**	**23**	**17**	**5**	20	13	14	16	13	17	16	15
Don't know/Refused	10	14	8	0	1	26	20	1	0	19	9	5	5	10	12	2	5	5	7	15	14	4	13	8	11
MEAN	**6.78**	**6.49**	**6.33**	**7.35**	**6.93**	**7.34**	**6.08**	**7.66**	**7.93**	**6.37**	**6.88**	**6.80**	**4.39**	**6.63**	**5.97**	**7.23**	**7.64**	**6.26**	**7.09**	**6.95**	**6.83**	**6.98**	**6.41**	**6.66**	**6.90**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
WIDENING H-1, PEARL CITY TO KAHALA																									
8/9/10 Important	53	46	63	54	57	50	36	**63**	**47**	**26**	53	57	39	**54**	**44**	**43**	**71**	50	59	48	**56**	**45**	**64**	53	52
5/6/7	26	33	14	22	25	23	54	**27**	**33**	**26**	27	20	10	**23**	**32**	**27**	**24**	27	22	31	**20**	**35**	**16**	26	26
1/2/3/4 Not Important	18	17	22	19	17	19	10	**7**	**18**	**40**	18	19	46	**16**	**20**	**30**	**5**	22	16	15	**21**	**17**	**18**	18	18
Don't know/Refused	3	4	0	4	0	8	0	3	2	8	2	4	5	7	4	0	0	0	3	6	3	3	1	2	4
MEAN	**7.03**	**6.81**	**6.86**	**7.13**	**7.41**	**7.06**	**6.65**	**7.81**	**6.90**	**5.17**	**7.10**	**6.97**	**4.95**	**7.19**	**6.60**	**6.38**	**8.17**	**6.80**	**7.37**	**6.86**	**7.12**	**6.97**	**6.98**	**6.94**	**7.12**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 5.
Q2. Please rate each on a 10-point scale, with 10=extremely important in improving O'ahu transportation and 1=not at all important.
Widening Kamehameha Highway, Mililani to Waipi'o
Widening Kamehameha Highway, Kane'ohe to Pali Highway
Widening Kunia Road in Schofield to Farrington Highway

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Honolulu	Aiea/ Pearl/ Moanalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Honolulu	Ewa/ Kapolei	Waianae	Waimanalo	Drive/ Ride	Ride Bus	Other/ else	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
WIDENING KAMEHAMEHA HIGHWAY, MILILANI TO WAIPI'O																									
8/9/10 Important	31	27	33	34	36	28	14	**42**	**31**	**23**	30	46	15	**29**	**22**	**31**	**50**	**22**	**39**	**27**	24	31	21	27	35
5/6/7	35	34	40	36	36	30	34	**39**	**45**	**23**	35	31	34	**33**	**44**	**35**	**26**	**40**	**31**	**40**	41	35	39	36	34
1/2/3/4 Not Important	22	26	15	25	24	12	27	**16**	**17**	**33**	22	21	51	**24**	**20**	**27**	**14**	**27**	**21**	**16**	20	25	32	25	18
Don't know/Refused	12	13	12	5	4	29	25	4	7	21	13	3	0	13	14	7	10	10	9	17	16	8	9	12	13
MEAN	**6.07**	**5.66**	**6.40**	**6.24**	**6.17**	**6.36**	**5.43**	**6.83**	**6.08**	**5.21**	**6.11**	**6.25**	**4.34**	**5.83**	**5.81**	**5.94**	**7.05**	**5.50**	**6.41**	**6.22**	**5.87**	**6.20**	**5.19**	**5.80**	**6.36**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
WIDENING KAMEHAMEHA HIGHWAY, KANE'OHE TO PALI HIGHWAY																									
8/9/10 Important	26	19	32	31	23	31	22	28	25	36	**23**	**51**	**15**	24	22	43	23	28	22	29	28	24	21	26	25
5/6/7	41	49	37	32	45	34	32	39	43	28	**45**	**20**	**19**	36	45	20	50	42	43	34	42	43	48	39	42
1/2/3/4 Not Important	26	23	23	29	25	32	28	24	22	35	**25**	**20**	**62**	28	26	28	24	27	27	23	20	28	26	31	21
Don't know/Refused	7	8	8	7	7	2	17	8	10	1	7	8	5	12	8	10	3	3	7	14	10	5	5	3	12
MEAN	**5.74**	**5.61**	**5.90**	**6.09**	**5.44**	**5.97**	**5.58**	**5.84**	**5.88**	**5.66**	**5.64**	**6.82**	**4.18**	**5.63**	**5.48**	**6.43**	**5.64**	**5.84**	**5.50**	**5.96**	**5.74**	**5.85**	**5.53**	**5.55**	**5.94**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
WIDENING KUNIA RD IN SCHOFIELD TO FARRINGTON HIGHWAY																									
8/9/10 Important	32	28	31	38	43	13	26	50	46	30	33	35	12	**18**	**23**	**43**	**51**	**22**	**38**	**33**	36	40	23	**26**	**37**
5/6/7	34	35	36	35	33	34	30	29	31	29	36	27	37	**47**	**35**	**30**	**23**	**45**	**30**	**30**	23	36	40	**38**	**31**
1/2/3/4 Not Important	22	21	24	24	22	24	20	18	22	21	20	29	46	**23**	**24**	**22**	**21**	**27**	**22**	**17**	26	16	24	**27**	**18**
Don't know/Refused	12	15	9	4	3	30	24	4	2	20	11	9	5	11	18	5	5	5	10	19	15	8	13	9	15
MEAN	**6.11**	**5.85**	**6.00**	**6.37**	**6.53**	**5.65**	**5.79**	**7.15**	**6.70**	**6.12**	**6.20**	**6.23**	**4.65**	**5.71**	**5.51**	**6.44**	**6.98**	**5.78**	**6.22**	**6.39**	**6.10**	**6.61**	**5.49**	**5.68**	**6.60**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 6.
Q2. Please rate each on a 10-point scale, with 10=extremely important in improving O'ahu transportation and 1=not at all important.
Widening Likelike Highway
Widening Pali Highway
Widening Nimitz Highway

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Honolulu	Aiea/ Pearl/ Moanalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Honolulu	Ewa/ Kapolei	Waianae	Waimanalo	Drive/ Ride	Ride Bus	Other/ else	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
WIDENING LIKELIKE HIGHWAY																									
8/9/10 Important	24	24	30	27	23	14	23	**28**	**38**	**25**	25	23	15	**14**	**15**	**39**	**44**	25	22	27	27	25	15	20	29
5/6/7	41	40	44	45	39	28	52	**46**	**35**	**27**	39	53	43	**39**	**55**	**32**	**29**	45	38	38	39	44	39	44	37
1/2/3/4 Not Important	30	32	24	22	30	53	17	**18**	**20**	**43**	32	20	43	**37**	**27**	**26**	**20**	27	35	26	32	28	40	32	29
Don't know/Refused	5	4	2	6	7	5	8	9	8	4	5	4	0	10	3	3	7	2	4	9	2	2	6	4	6
MEAN	**5.44**	**5.30**	**5.72**	**6.14**	**5.56**	**4.16**	**5.54**	**6.08**	**6.46**	**5.05**	**5.44**	**5.84**	**3.84**	**4.78**	**5.04**	**6.27**	**6.65**	**5.65**	**5.17**	**5.68**	**5.31**	**5.77**	**4.69**	**5.11**	**5.78**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
WIDENING PALI HIGHWAY																									
8/9/10 Important	25	29	25	29	19	27	20	**28**	**26**	**34**	**24**	**38**	**15**	**15**	**17**	**43**	**42**	26	24	28	36	25	17	21	30
5/6/7	38	38	42	30	44	33	31	**36**	**42**	**20**	**39**	**37**	**10**	**36**	**41**	**29**	**26**	40	38	36	32	44	48	40	36
1/2/3/4 Not Important	32	29	32	35	28	37	37	**27**	**24**	**44**	**32**	**19**	**75**	**42**	**38**	**24**	**23**	32	33	29	29	27	31	35	28
Don't know/Refused	5	4	1	6	9	2	12	8	8	2	5	5	0	8	3	4	9	2	5	8	3	4	4	4	7
MEAN	**5.44**	**5.47**	**5.39**	**5.76**	**5.32**	**5.43**	**5.07**	**5.66**	**5.74**	**5.21**	**5.40**	**6.26**	**3.36**	**4.81**	**4.84**	**6.25**	**6.43**	**5.38**	**5.37**	**5.66**	**5.72**	**5.77**	**5.14**	**5.24**	**5.66**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
WIDENING NIMITZ HIGHWAY																									
8/9/10 Important	44	**52**	**38**	**54**	**44**	**29**	**28**	46	50	38	**43**	**56**	**8**	**32**	**36**	**52**	**62**	43	45	46	48	49	30	45	43
5/6/7	32	**22**	**42**	**18**	**36**	**40**	**61**	33	27	21	**34**	**24**	**10**	**38**	**41**	**28**	**23**	30	33	33	26	30	36	31	33
1/2/3/4 Not Important	21	**22**	**20**	**26**	**19**	**27**	**5**	20	21	31	**21**	**14**	**76**	**26**	**19**	**18**	**15**	27	20	16	23	20	31	22	21
Don't know/Refused	2	3	0	3	1	4	6	1	2	10	2	6	5	4	4	1	0	0	2	5	2	2	2	1	4
MEAN	**6.53**	**6.81**	**6.32**	**6.81**	**6.67**	**5.59**	**6.50**	**6.64**	**6.82**	**6.01**	**6.59**	**6.96**	**3.09**	**6.01**	**6.53**	**6.84**	**7.51**	**6.19**	**6.68**	**6.77**	**6.53**	**6.87**	**5.63**	**6.45**	**6.61**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 7.
Q2a. Which one project do you feel is the MOST important for relieving congestion on the highways?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Honolulu	Aiea/ Pearl/ Moanalua	Ewa/ Lee-ward	Centrl Oahu/ North Shore	Windward	East Honolulu	Ewa/ Kapolei	Waianae	Waimanalo	Drive/ Ride	Ride Bus	Other/ else	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
MOST IMPORTANT PROJECT FOR RELIEVING CONGESTION ON HWYS																									
H-1, Pearl City to Kahala	48	**67**	**50**	**21**	**49**	**31**	**51**	**34**	**11**	**12**	**49**	**31**	**95**	48	56	37	46	54	49	38	46	46	53	53	43
Farrington Highway, Makaha to Kapolei	18	**7**	**18**	**45**	**9**	**17**	**30**	**25**	**61**	**22**	**17**	**26**	**5**	17	16	32	10	19	15	21	9	24	24	16	19
Farrington Highway, Kapolei to Waipahu	12	**10**	**9**	**11**	**21**	**6**	**8**	**20**	**14**	**12**	**12**	**13**	**0**	5	12	10	21	8	16	12	20	11	11	11	13
Nimitz Highway	9	**11**	**9**	**8**	**7**	**14**	**3**	**7**	**4**	**7**	**10**	**8**	**0**	14	5	7	9	5	10	14	9	9	4	9	9
Pali Highway	4	**2**	**0**	**6**	**5**	**14**	**0**	**1**	**3**	**18**	**4**	**5**	**0**	3	3	8	7	6	2	6	8	4	4	4	5
Kunia road, Schofield to Farrington Highway	4	**1**	**8**	**5**	**6**	**0**	**0**	**13**	**4**	**5**	**3**	**6**	**0**	3	3	2	3	3	4	4	4	2	2	4	3
Kamehameha Highway, Kaneohe to Pali Hig	2	**0**	**1**	**0**	**0**	**14**	**0**	**0**	**0**	**19**	**1**	**10**	**0**	5	2	1	1	3	1	2	2	1	0	1	3
Kamehameha Highway, Mililani to Waipi'o	2	**1**	**0**	**1**	**3**	**3**	**5**	**1**	**0**	**3**	**2**	**0**	**0**	3	3	0	2	0	3	2	1	3	3	1	3
Likelike Highway	2	**0**	**5**	**2**	**0**	**2**	**2**	**1**	**2**	**1**	**2**	**0**	**0**	1	1	4	0	3	1	1	0	1	0	2	2
Base	**370**	**101**	**67**	**55**	**86**	**41**	**20**	**130**	**123**	**92**	**296**	**39**	**10**	**85**	**73**	**73**	**55**	**121**	**156**	**88**	**76**	**124**	**45**	**184**	**185**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 8.
Q3. The construction of a rail rapid transit system is being planned for the corridor between Kapolei and UH Manoa.
If constructed, how often would you use the rail rapid transit system? Would you use it...?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Honolulu	Aiea/ Pearl/ Moanalua	Ewa/ Lee-ward	Centrl Oahu/ North Shore	Windward	East Honolulu	Ewa/ Kapolei	Waianae	Waimanalo	Drive/ Ride	Ride Bus	Other/ else	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HOW OFTEN WOULD USE RAIL RAPID TRANSIT SYSTEM																									
Daily or 4-7 times per week	16	**16**	**21**	**31**	**12**	**2**	**8**	**24**	**14**	**9**	**16**	**31**	**4**	**19**	**4**	**20**	**30**	**19**	**17**	**11**	13	18	19	**18**	**14**
Weekly or 1-3 times a week	14	**7**	**20**	**17**	**22**	**9**	**0**	**17**	**13**	**1**	**15**	**18**	**13**	**9**	**6**	**23**	**25**	**23**	**14**	**4**	18	18	8	**11**	**17**
Monthly or 1-4 times a month	7	**13**	**5**	**7**	**1**	**7**	**6**	**13**	**3**	**1**	**7**	**2**	**27**	**11**	**1**	**3**	**4**	**10**	**6**	**4**	12	6	13	**10**	**3**
Occasionally or 1-6 times a year	22	**22**	**20**	**7**	**33**	**18**	**34**	**22**	**27**	**30**	**21**	**24**	**33**	**23**	**41**	**8**	**21**	**20**	**20**	**28**	19	19	29	**20**	**24**
Never	39	**40**	**33**	**36**	**30**	**64**	**52**	**22**	**40**	**56**	**40**	**22**	**23**	**35**	**47**	**46**	**20**	**27**	**40**	**52**	37	37	27	**38**	**41**
Don't know/ Refused	1	2	3	1	1	0	0	3	2	3	1	3	0	3	1	0	0	0	3	1	0	1	5	2	1
Base	403	111	72	60	92	47	21	134	130	101	318	43	13	94	81	82	59	131	168	100	78	132	50	205	198

**** Shading denotes differences significant at the p≤0.05 level.***

Table 9.

Q4a. Would you support construction of an elevated high-occupancy highway for carpools, vanpools, and buses from 'Ewa to downtown along parts of Kamehameha Highway and H-1?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono-lulu	Aiea/ Pearl/ Moa-nalua	Ewa/ Lee-ward	Centrl Oahu/ North Shore	Wind-ward	East Hono-lulu	Ewa/ Kapo-lei	Wai-anae	Wai-ma-nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca-sian	Japan-ese	Hawai-ian	Fili-pino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Fe-male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
WOULD SUPPORT CONSTRUCTION OF ELEVATED HIGHWAY																									
Yes	69	66	59	78	76	71	65	77	71	60	73	59	59	66	68	69	83	**78**	**68**	**60**	**77**	**67**	**62**	72	67
No	25	27	31	21	19	23	29	21	26	33	23	24	41	29	28	23	10	**17**	**27**	**30**	**15**	**29**	**35**	24	25
Don't know/Refused	6	7	10	1	6	6	6	3	3	7	4	17	0	5	5	7	7	5	5	10	8	3	4	4	8
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 10.
Q4b. If such a project were constructed, would you support making it a high-occupancy toll facility, called a HOT facility?
This facility would allow solo drivers to use it if they pay a toll and if the lanes are not fully utilized by high-occupancy vehicles.

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono-lulu	Aiea/ Pearl/ Moa-nalua	Ewa/ Lee-ward	Centrl Oahu/ North Shore	Wind-ward	East Hono-lulu	Ewa/ Kapo-lei	Wai-anae	Wai-ma-nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca-sian	Japan-ese	Hawai-ian	Fili-pino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Fe-male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
WOULD SUPPORT MAKING PROJECT A HIGH OCCUPANCY TOLL FACILITY																									
Yes	67	56	64	73	77	62	78	**65**	**55**	**40**	69	59	81	**78**	**69**	**54**	**65**	**77**	**63**	**60**	62	64	69	71	62
No	28	35	28	25	18	34	19	**30**	**41**	**51**	26	34	19	**21**	**24**	**39**	**28**	**18**	**33**	**30**	30	29	27	25	30
Don't know/Refused	6	9	7	1	5	4	3	5	4	10	5	8	0	1	7	7	7	5	4	9	8	6	4	4	8
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Tables 11.
Q4c. Would you support construction of such a project if the tolls generated were not sufficient to cover the cost and it would require increased taxes?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
WOULD SUPPORT CONSTRUCTION IF TOLLS WERE NOT SUFFICIENT																									
Yes	29	21	33	39	34	21	27	**32**	**30**	**17**	31	25	15	39	29	26	25	32	29	26	33	27	30	**35**	**23**
No	66	73	58	58	63	74	66	**63**	**67**	**77**	64	72	85	59	65	70	72	63	66	69	60	71	64	**60**	**72**
Don't know/Refused	5	5	9	3	4	5	8	5	2	6	5	3	0	2	6	4	3	5	5	5	6	1	6	5	5
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 12.
Q4d. If tolls were charged that you considered affordable, how often would you use HOT lanes? Would you use it...?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HOW OFTEN WOULD USE HOT LANES IF TOLLS WERE AFFORDABLE																									
Daily or 4-7 times per week	19	**14**	**24**	**29**	**25**	**5**	**13**	**38**	**18**	**11**	22	19	0	21	10	26	23	**22**	**25**	**8**	16	20	16	21	17
Weekly or 1-3 times a week	16	**12**	**17**	**9**	**28**	**10**	**8**	**17**	**17**	**4**	17	18	6	14	11	6	21	**21**	**17**	**8**	16	12	27	15	16
Monthly or 1-4 times a month	12	**10**	**18**	**8**	**13**	**9**	**6**	**7**	**10**	**9**	12	3	28	15	15	13	8	**16**	**11**	**7**	16	14	8	8	15
Occasionally or 1-6 times a year	30	**35**	**23**	**33**	**20**	**38**	**38**	**19**	**36**	**32**	29	31	50	36	35	29	26	**27**	**27**	**37**	29	31	31	30	30
Never	23	**27**	**20**	**19**	**13**	**36**	**34**	**15**	**18**	**35**	20	26	15	14	28	25	21	**15**	**20**	**37**	21	22	18	24	21
Don't know/Refused	1	3	0	0	1	1	0	4	1	9	0	4	0	1	2	1	2	0	1	3	2	1	0	1	1
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 13.
Q4e. What is the most you would pay to use HOT lanes if it would save you 15 minutes in travel time? Would you pay...?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
MOST WOULD PAY TO USE HOT LANE IF IT SAVED 15 MIN IN TRAVEL																									
Pay nothing	2	1	2	4	4	0	0	4	3	14	2	2	0	2	1	5	4	0	2	6	4	2	2	2	3
Between one cent and 99 cents	32	42	19	31	36	32	16	24	34	40	32	38	7	31	29	29	52	38	30	27	32	38	29	27	37
Between $1 and $1.99	26	28	34	17	17	36	50	40	23	21	27	33	7	26	31	28	14	26	25	28	23	25	48	29	24
Between $2 and $2.99	22	13	28	21	29	18	14	20	24	15	22	17	38	26	25	17	22	18	25	23	20	22	10	20	23
Between $3 and $3.99	7	7	8	4	5	11	15	1	4	6	6	2	42	6	5	7	5	6	9	4	11	3	5	8	6
$4 or more	8	3	8	20	8	3	5	9	7	3	9	4	5	7	4	14	1	12	6	6	8	8	5	10	6
Don't know/Refused	2	5	2	3	1	0	0	2	5	2	2	4	0	3	4	0	1	0	2	6	2	2	2	3	2
Base	**307**	**78**	**58**	**48**	**79**	**29**	**14**	**108**	**106**	**57**	**251**	**30**	**11**	**80**	**57**	**60**	**46**	**112**	**134**	**59**	**60**	**102**	**41**	**152**	**155**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 14.

Q5a. A new access between 'Ewa and Honolulu through Pearl Harbor has been suggested to improve traffic conditions. This access could take the form of either a tunnel under Pearl Harbor or a series of bridges and roadways across Pearl Would you support construction of either a tunnel or a bridge across Pearl Harbor?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
WOULD SUPPORT TUNNEL/BRIDGE ACROSS PEARL HARBOR																									
Yes	66	**57**	**59**	**79**	**79**	**63**	**54**	**81**	**73**	**56**	68	71	49	73	57	67	78	70	68	62	**57**	**71**	**59**	69	64
No	30	**37**	**37**	**18**	**20**	**30**	**41**	**16**	**23**	**36**	29	21	51	25	36	31	20	30	27	31	**41**	**25**	**40**	29	30
Don't know/Refused	4	6	4	3	1	7	5	3	4	8	3	8	0	2	7	2	2	0	5	6	1	4	1	3	6
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 15.
Q5b. If a Pearl Harbor bridge or tunnel were constructed and a toll charged that you considered affordable, how often would you use it? Would you use it…?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HOW OFTEN WOULD USE BRIDGE/ TUNNEL																									
Daily or 4-7 times per week	15	**7**	**3**	**38**	**23**	**13**	**3**	**39**	**22**	**6**	**16**	**26**	**0**	**18**	**10**	**17**	**22**	22	16	5	6	19	10	**20**	**10**
Weekly or 1-3 times a week	12	**14**	**11**	**16**	**16**	**0**	**0**	**18**	**20**	**0**	**11**	**24**	**8**	**5**	**7**	**22**	**18**	18	11	6	11	15	18	**12**	**11**
Monthly or 1-4 times a month	10	**7**	**26**	**7**	**5**	**8**	**7**	**11**	**5**	**7**	**9**	**3**	**55**	**14**	**5**	**10**	**5**	15	9	6	17	7	5	**9**	**11**
Occasionally or 1-6 times a year	34	**39**	**30**	**31**	**31**	**32**	**48**	**19**	**33**	**33**	**35**	**33**	**12**	**29**	**42**	**28**	**38**	26	36	42	36	33	39	**35**	**33**
Never	29	**32**	**30**	**7**	**25**	**47**	**42**	**13**	**19**	**52**	**29**	**13**	**24**	**33**	**36**	**22**	**17**	20	28	41	29	26	28	**23**	**35**
Don't know/ Refused	0	0	0	1	0	0	0	1	1	3	0	1	0	0	0	1	1	0	0	1	2	0	0	0	0
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 16.
Q5c. What is the most you would pay to use a Pearl Harbor bridge or tunnel if it saves you 30 minutes in travel time? Would you pay..?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
MOST WOULD PAY TO USE BRIDGE IF IT SAVES 30 MIN IN TRAVEL																									
Pay nothing	4	**6**	**1**	**7**	**1**	**0**	**0**	**2**	**6**	**0**	**3**	**12**	**0**	**0**	**2**	**10**	**6**	6	1	4	2	5	9	**6**	**1**
Between one cent and 99 cents	23	**29**	**12**	**28**	**27**	**14**	**0**	**19**	**30**	**40**	**22**	**28**	**5**	**16**	**19**	**22**	**46**	22	21	27	20	27	16	**17**	**30**
Between $1 and $1.99	28	**28**	**22**	**12**	**33**	**55**	**53**	**38**	**14**	**33**	**31**	**15**	**11**	**35**	**29**	**24**	**23**	28	28	29	29	27	46	**29**	**28**
Between $2 and $2.99	21	**20**	**28**	**14**	**21**	**26**	**16**	**18**	**25**	**11**	**20**	**23**	**37**	**24**	**32**	**21**	**9**	15	26	20	28	20	15	**16**	**26**
Between $3 and $3.99	11	**3**	**24**	**14**	**10**	**2**	**26**	**9**	**11**	**12**	**12**	**11**	**11**	**7**	**10**	**7**	**11**	13	13	5	7	9	10	**14**	**8**
$4 or more	10	**10**	**12**	**16**	**8**	**3**	**5**	**8**	**10**	**5**	**9**	**9**	**36**	**9**	**6**	**15**	**5**	13	9	9	12	10	4	**15**	**5**
Don't know/Refused	3	4	1	10	0	0	0	5	5	0	3	2	0	8	2	1	0	3	1	5	2	1	0	4	2
Base	**285**	**75**	**50**	**55**	**69**	**25**	**12**	**115**	**105**	**45**	**226**	**37**	**10**	**62**	**52**	**63**	**49**	**105**	**120**	**58**	**55**	**98**	**37**	**157**	**128**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 17.
Q5d. Would you support construction of such a tunnel if the tolls generated were not sufficient to cover the cost and it would require increased taxes?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
WOULD SUPPORT CONSTRUCTION IF TOLLS WEREN'T SUFFICIENT																									
Yes	29	**17**	**32**	**46**	**39**	**19**	**18**	**42**	**33**	**24**	32	16	33	35	28	35	35	32	30	26	29	28	21	33	25
No	66	**79**	**63**	**50**	**58**	**76**	**79**	**51**	**65**	**71**	65	74	67	60	68	59	64	68	62	70	68	68	71	63	70
Don't know/Refused	4	4	5	5	2	5	3	7	3	5	3	9	0	6	5	5	1	0	7	4	3	4	9	4	5
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 18.

Q6. Some communities on O'ahu have asked for a second route to their areas for various reasons such as evacuation from natural disasters, traffic accidents, congestion relief and hostage control. I'll read a short list and if there were only enough money to build one project, which of the following would provide the most benefit? A second access to…?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono-lulu	Aiea/ Pearl/ Moa-nalua	Ewa/ Lee-ward	Centrl Oahu/ North Shore	Wind-ward	East Hono-lulu	Ewa/ Kapo-lei	Wai-anae	Wai-ma-nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca-sian	Japan-ese	Hawai-ian	Fili-pino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Fe-male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
AREA TO PROVIDE MOST BENEFIT WITH A SECOND ACCESS																									
The Wai'anae Coast	46	**33**	**49**	**72**	**38**	**58**	**41**	**50**	**95**	**55**	47	51	40	**46**	**28**	**71**	**38**	48	47	40	50	46	51	**43**	**49**
The North Shore	11	**11**	**4**	**3**	**22**	**10**	**15**	**2**	**2**	**9**	13	8	6	**8**	**18**	**9**	**11**	15	11	7	4	15	7	**10**	**12**
Mililani Mauka	11	**13**	**9**	**8**	**18**	**4**	**8**	**8**	**0**	**9**	11	11	24	**16**	**15**	**3**	**16**	12	12	9	5	10	14	**10**	**13**
Makakilo	7	**6**	**2**	**11**	**11**	**5**	**4**	**24**	**1**	**4**	7	5	0	**13**	**4**	**5**	**10**	5	7	9	7	9	9	**7**	**7**
Pacific Palisades	6	**9**	**15**	**0**	**2**	**4**	**0**	**3**	**1**	**2**	7	0	0	**3**	**7**	**8**	**2**	7	5	8	8	7	2	**10**	**3**
Wahiawa	5	**3**	**9**	**2**	**6**	**6**	**0**	**6**	**0**	**4**	3	11	8	**5**	**6**	**1**	**4**	3	6	5	4	1	5	**5**	**5**
Don't know/Refused	14	25	12	5	2	13	33	7	2	17	12	14	21	9	21	3	19	10	11	22	22	11	12	16	11
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 19.
Q7a. Funding for construction of bikeways on O'ahu, as identified in the state bicycle master plan is being considered.
Do you think putting the bicycle master plan in place should be a high priority?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
PUTTING BICYCLE MASTER PLAN IN PLACE SHOULD BE HIGH PRIORITY																									
Yes	37	**37**	**49**	**29**	**35**	**44**	**10**	29	24	27	**35**	**39**	**90**	**51**	**26**	**31**	**37**	37	41	32	34	32	43	33	41
No	59	**58**	**46**	**71**	**61**	**52**	**85**	69	75	67	**62**	**55**	**10**	**47**	**71**	**65**	**57**	63	55	62	63	66	49	64	55
Don't know/Refused	4	5	5	0	4	4	5	2	0	5	3	5	0	2	4	4	6	0	4	6	3	2	8	3	4
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 20.
Q7b. If Bikeways are built, funding may not be available for other projects. To fund projects would you be willing to give up:
Beautification project
Congestion relief, for example, new roads, road widening
Rail transit projects

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono-lulu	Aiea/ Pearl/ Moa-nalua	Ewa/ Lee-ward	Centrl Oahu/ North Shore	Wind-ward	East Hono-lulu	Ewa/ Kapo-lei	Wai-anae	Wai-ma-nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca-sian	Japan-ese	Hawai-ian	Fili-pino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Fe-male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
BEAUTIFICATION PROJECTS																									
Yes	46	**45**	**62**	**29**	**31**	**58**	**75**	**42**	**27**	**36**	**45**	**34**	**80**	**54**	**47**	**45**	**29**	44	49	41	42	47	46	**41**	**50**
No	53	**54**	**38**	**71**	**66**	**38**	**22**	**57**	**71**	**61**	**54**	**62**	**20**	**44**	**52**	**54**	**68**	56	49	57	57	52	52	**58**	**47**
Don't know/Refused	2	1	0	0	3	3	3	0	2	3	1	5	0	2	2	1	3	0	2	2	2	1	2	1	2
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
CONGESTION RELIEF, I.E. NEW ROADS, ROAD WIDENING																									
Yes	23	28	21	28	15	29	10	11	17	15	**20**	**28**	**79**	26	14	24	22	**33**	**20**	**16**	26	22	23	22	24
No	75	69	74	72	84	66	90	88	83	85	**78**	**69**	**15**	71	84	75	77	**65**	**78**	**81**	71	78	77	75	75
Don't know/Refused	2	3	5	0	1	5	0	1	1	1	2	3	6	3	1	1	2	2	2	3	3	1	0	3	2
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
RAIL TRANSIT PROJECTS																									
Yes	30	**35**	**41**	**32**	**16**	**35**	**8**	27	26	31	**27**	**35**	**83**	23	28	30	22	**41**	**22**	**29**	**32**	**27**	**13**	27	33
No	69	**63**	**59**	**67**	**83**	**62**	**92**	72	73	61	**72**	**63**	**10**	74	72	69	77	**59**	**76**	**70**	**67**	**72**	**86**	72	66
Don't know/Refused	1	2	0	1	1	3	0	1	1	8	1	1	6	3	0	1	1	0	3	1	1	1	2	2	1
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 21.
Q7b. If Bikeways are built, funding may not be available for other projects. To fund projects would you be willing to give up:
Safety projects
Providing communities with a second route to their areas

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Honolulu	Aiea/ Pearl/ Moanalua	Ewa/ Lee-ward	Centrl Oahu/ North Shore	Wind-ward	East Honolulu	Ewa/ Kapolei	Waianae	Waimanalo	Drive/ Ride	Ride Bus	Other/ else	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
SAFETY PROJECTS																									
Yes	19	19	19	26	11	28	10	14	22	12	**16**	**26**	**43**	17	14	18	22	22	18	17	11	15	17	19	19
No	80	79	80	73	89	67	90	85	78	87	**83**	**69**	**57**	80	85	82	77	78	81	80	87	84	83	80	80
Don't know/Refused	1	2	1	1	0	4	0	1	0	1	1	5	0	3	1	0	1	0	2	3	2	1	0	1	1
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
PROVIDING COMMUNITIES WITH 2ND ROUTE TO THEIR AREAS																									
Yes	19	**28**	**24**	**8**	**11**	**25**	**13**	13	16	16	**18**	**19**	**53**	21	15	13	24	14	24	19	19	19	15	21	17
No	78	**67**	**75**	**91**	**86**	**69**	**87**	85	84	82	**79**	**78**	**47**	77	85	86	71	83	73	77	74	78	82	75	80
Don't know/Refused	3	6	1	1	3	6	0	1	0	2	3	3	0	2	0	1	6	3	3	4	7	3	3	3	3
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 22.
Q7d. Do you feel that nothing should be given up for bikeways?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
NOTHING SHOULD BE GIVEN UP FOR BIKEWAYS																									
Yes	83	77	81	94	89	82	19	**73**	**82**	**50**	80	100	100	89	76	87	83	**100**	**75**	**80**	87	73	86	86	81
No	15	21	19	6	11	18	57	**27**	**16**	**37**	18	0	0	11	19	13	17	**0**	**23**	**18**	13	23	14	13	18
Don't know/Refused	1	2	0	0	0	0	24	0	3	12	1	0	0	0	5	0	0	0	1	2	0	4	0	1	1
Base	**126**	**33**	**17**	**23**	**40**	**10**	**3**	**53**	**53**	**42**	**104**	**16**	**1**	**29**	**27**	**20**	**25**	**39**	**56**	**31**	**29**	**36**	**22**	**70**	**57**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 23.
Q7c. If a bikeway was accessible to you, how often would you use it for transportation purposes, for example, riding to work or doing errands, rather than for recreation or exercise? Would you use bikeways...?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Honolulu	Aiea/ Pearl/ Moanalua	Ewa/ Lee-ward	Centrl Oahu/ North Shore	Windward	East Honolulu	Ewa/ Kapolei	Waianae	Waimanalo	Drive/ Ride	Ride Bus	Other/ else	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HOW OFTEN WOULD USE BIKEWAY FOR TRANSPORT PURPOSES																									
Daily or 4-7 times per week	6	**9**	**10**	**5**	**6**	**2**	**0**	7	7	10	**5**	**3**	**70**	**8**	**3**	**0**	**4**	**10**	**6**	**3**	6	4	8	6	6
Weekly or 1-3 times a week	8	**10**	**7**	**11**	**6**	**11**	**0**	6	5	11	**8**	**13**	**6**	**10**	**7**	**16**	**4**	**10**	**10**	**6**	5	10	8	12	4
Monthly or 1-4 times a month	6	**4**	**12**	**3**	**0**	**21**	**7**	7	2	6	**7**	**9**	**8**	**9**	**5**	**1**	**5**	**10**	**6**	**3**	2	3	12	6	7
Occasionally or 1-6 times a year	16	**21**	**16**	**8**	**14**	**19**	**7**	12	13	16	**16**	**20**	**4**	**21**	**17**	**11**	**18**	**10**	**21**	**14**	14	21	18	16	15
Never	63	**55**	**54**	**73**	**73**	**48**	**85**	66	72	52	**64**	**54**	**11**	**51**	**68**	**72**	**68**	**60**	**57**	**75**	73	61	54	59	66
Don't know/ Refused	0	1	0	0	1	0	0	2	1	4	0	1	0	0	0	0	0	0	1	1	0	1	0	0	1
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 24.
Q8. What means of transportation do you usually use to go to school or work?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
MEANS OF TRANSPORTATION USED TO GO TO WORK/SCHOOL																									
Drive or ride in a car	79	76	73	73	88	81	85	84	73	80	100	0	0	78	80	80	79	**82**	**88**	**58**	**65**	**85**	**82**	80	77
Take a bus	11	9	10	21	8	9	6	5	17	10	0	100	0	6	5	17	13	**13**	**8**	**13**	**15**	**8**	**10**	9	13
Ride a bicycle	2	3	6	0	0	0	0	0	0	0	0	0	62	3	1	0	0	**5**	**0**	**1**	**4**	**0**	**0**	2	2
Ride a moped	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**	0	0
Walk or travel on foot	1	2	0	3	0	0	0	2	0	2	0	0	33	3	1	0	0	**0**	**2**	**1**	**2**	**1**	**0**	1	1
Ride a motorcycle	0	0	1	0	0	0	0	1	1	3	0	0	0	0	0	0	0	**0**	**1**	**0**	**0**	**0**	**2**	1	0
Work at home	0	1	0	0	0	0	0	0	0	1	0	0	5	1	0	0	0	**0**	**0**	**1**	**1**	**0**	**0**	0	0
Don't work or go to school	6	6	8	4	2	9	6	5	6	4	0	0	0	7	9	1	8	**0**	**0**	**23**	**10**	**4**	**5**	7	4
None, don't travel	2	3	1	0	2	1	3	1	3	1	0	0	0	2	3	2	0	**0**	**1**	**6**	**2**	**1**	**0**	1	3
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 25.
Q9. How did you get to work, or school, today or the last day you went?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
MEANS OF TRANSPORTATION USED TO GO TO WORK/SCHOOL TODAY																									
Drive or ride in a car	80	79	82	72	85	77	87	**84**	**71**	**78**	**96**	**23**	**62**	77	82	77	82	**90**	**86**	**56**	71	80	86	81	80
Take a bus	10	8	5	21	10	10	4	**4**	**18**	**7**	**2**	**77**	**0**	8	4	17	11	**10**	**8**	**13**	14	12	8	9	11
Ride a bicycle	0	0	2	0	0	0	0	**0**	**0**	**1**	**0**	**0**	**4**	0	0	1	0	**0**	**0**	**1**	0	0	0	1	0
Walk or travel on foot	1	3	0	2	1	0	0	**1**	**0**	**2**	**0**	**0**	**29**	4	1	0	0	**0**	**3**	**1**	1	2	2	1	2
Ride a motorcycle	0	0	0	0	0	0	0	**1**	**0**	**2**	**0**	**0**	**0**	0	0	0	0	**0**	**0**	**0**	0	0	0	0	0
Work-study at home	0	1	2	0	0	0	0	**0**	**0**	**1**	**0**	**0**	**5**	1	0	0	1	**0**	**0**	**1**	1	0	0	1	0
Don't work or go to school	6	5	8	6	3	11	9	**6**	**8**	**6**	**1**	**0**	**0**	7	9	4	5	**0**	**1**	**24**	10	5	4	7	5
Other	0	0	0	0	0	0	0	**2**	**0**	**0**	**0**	**0**	**0**	0	0	0	0	**0**	**0**	**0**	0	0	0	0	0
None, don't travel	2	3	1	0	2	1	0	**2**	**3**	**3**	**0**	**0**	**0**	2	3	2	1	**0**	**1**	**5**	3	1	0	1	3
Refused	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 26.
Q10. During the past 30 days, how many times did you ride *TheBus*?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
NO. OF TIMES RODE *TheBus*																									
0 times	77	**73**	**81**	**65**	**82**	**80**	**88**	**80**	**65**	**75**	**86**	**1**	**76**	**82**	**87**	**73**	**71**	72	80	76	71	78	72	80	74
1 to 5 times	10	**11**	**10**	**7**	**11**	**8**	**6**	**10**	**10**	**9**	**10**	**8**	**10**	**8**	**5**	**6**	**13**	10	10	10	13	6	17	8	12
6 or more times	13	**15**	**9**	**28**	**8**	**10**	**6**	**9**	**23**	**13**	**3**	**91**	**13**	**10**	**5**	**22**	**16**	18	10	12	16	15	11	12	14
Don't know/Refused	1	1	0	0	0	2	0	1	2	3	1	0	0	0	3	0	0	0	0	1	0	0	0	1	1
MEAN	**4.52**	**3.64**	**2.30**	**11.78**	**2.85**	**5.53**	**1.09**	**1.93**	**9.00**	**3.89**	**0.70**	**34.94**	**1.37**	**4.21**	**1.13**	**9.39**	**4.50**	**7.27**	**2.97**	**3.68**	**5.14**	**3.44**	**5.01**	**3.75**	**5.32**
MEDIAN	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**30.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 27.
Q11. Do you have children under age 18 in your household?
Q11a. How many are less than five years of age?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HAVE CHILDREN UNDER AGE 18																									
Yes	47	**32**	**54**	**54**	**55**	**51**	**35**	57	53	63	**52**	**36**	**24**	**48**	**31**	**54**	**56**	**58**	**60**	**11**	48	44	57	**41**	**52**
No	53	**68**	**46**	**46**	**45**	**49**	**65**	43	47	37	**48**	**64**	**76**	**52**	**69**	**46**	**44**	**42**	**40**	**89**	52	56	43	**59**	**48**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
NO. OF CHILDREN < 5 YRS																									
0	54	64	42	48	56	62	58	51	51	40	53	46	100	58	53	53	60	**35**	**65**	**81**	56	53	47	52	56
1	32	34	43	33	24	25	42	41	28	39	34	23	0	28	42	36	27	**48**	**23**	**14**	37	34	35	30	33
2	13	2	15	17	18	13	0	8	13	17	12	30	0	14	0	10	12	**18**	**11**	**0**	6	13	18	18	9
3	1	0	0	0	2	0	0	0	2	2	1	0	0	0	4	0	0	**0**	**1**	**0**	0	0	0	0	1
4	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	**0**	**0**	**0**	0	0	0	0	0
5	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	0	**0**	**0**	**5**	1	0	0	0	0
Don't know/Refused	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MEAN	**0.61**	**0.39**	**0.72**	**0.75**	**0.67**	**0.51**	**0.42**	**0.57**	**0.81**	**0.85**	**0.61**	**0.84**	**0.00**	**0.57**	**0.55**	**0.61**	**0.52**	**0.83**	**0.48**	**0.37**	**0.54**	**0.59**	**0.71**	**0.66**	**0.57**
MEDIAN	**0.00**	**0.00**	**1.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**
Base	**188**	**35**	**39**	**32**	**51**	**24**	**7**	**76**	**70**	**64**	**166**	**15**	**3**	**45**	**25**	**44**	**33**	**76**	**100**	**11**	**38**	**58**	**29**	**85**	**103**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 28.
Q11a. How many are 5 to 12 years?
Q11a. How many are 13 or older?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
NO. OF CHILDREN 5 TO 12 YRS																									
0	42	53	39	52	43	18	42	48	42	31	**45**	**29**	**0**	38	51	38	37	**56**	**32**	**53**	51	46	50	45	40
1	31	38	29	24	24	52	28	26	32	41	**32**	**18**	**0**	26	37	25	44	**12**	**44**	**32**	26	27	40	29	33
2	22	7	31	22	25	25	15	23	21	15	**19**	**46**	**100**	33	7	30	16	**32**	**16**	**9**	18	19	9	20	23
3	4	2	2	3	6	5	15	1	3	10	**4**	**7**	**0**	2	6	5	2	**0**	**7**	**6**	3	8	0	6	3
4	0	0	0	0	0	0	0	0	1	2	**0**	**0**	**0**	0	0	0	0	**0**	**0**	**0**	0	0	0	0	0
5	1	0	0	0	2	0	0	0	0	0	**1**	**0**	**0**	0	0	2	0	**0**	**1**	**0**	3	0	0	0	1
7	0	0	0	0	0	0	0	1	0	0	**0**	**0**	**0**	0	0	0	0	**0**	**0**	**0**	0	0	0	0	0
Don't know/Refused	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MEAN	**0.90**	**0.59**	**0.96**	**0.75**	**1.03**	**1.15**	**1.02**	**0.81**	**0.89**	**1.11**	**0.85**	**1.32**	**2.00**	**1.00**	**0.68**	**1.11**	**0.84**	**0.75**	**1.03**	**0.68**	**0.84**	**0.88**	**0.59**	**0.86**	**0.93**
MEDIAN	**1.00**	**0.00**	**1.00**	**0.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**2.00**	**2.00**	**1.00**	**0.37**	**1.00**	**1.00**	**0.00**	**1.00**	**0.18**	**0.11**	**1.00**	**0.36**	**1.00**	**1.00**
Base	**188**	**35**	**39**	**32**	**51**	**24**	**7**	**76**	**70**	**64**	**166**	**15**	**3**	**45**	**25**	**44**	**33**	**76**	**100**	**11**	**38**	**58**	**29**	**85**	**103**
NO. OF CHILDREN 13 OR OLDER																									
0	55	41	69	54	48	67	71	41	45	51	**57**	**34**	**100**	67	56	63	41	**73**	**44**	**31**	**34**	**63**	**53**	53	57
1	30	42	23	25	39	18	15	39	32	23	**30**	**43**	**0**	23	29	22	36	**18**	**40**	**33**	**47**	**26**	**38**	28	32
2	11	15	7	7	11	15	15	14	6	12	**12**	**0**	**0**	10	15	5	17	**5**	**14**	**32**	**19**	**10**	**3**	17	6
3	3	2	0	11	2	0	0	4	13	10	**1**	**23**	**0**	0	0	10	2	**5**	**2**	**0**	**0**	**0**	**6**	1	4
4	1	0	1	3	0	0	0	2	0	1	**1**	**0**	**0**	0	0	0	4	**0**	**1**	**5**	**0**	**1**	**0**	1	1
6	0	0	0	0	0	0	0	0	2	2	**0**	**0**	**0**	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**	0	0
8	0	0	0	0	0	0	0	0	1	0	**0**	**0**	**0**	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**	0	0
Don't know/Refused	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MEAN	**0.63**	**0.79**	**0.42**	**0.83**	**0.66**	**0.48**	**0.44**	**1.52**	**2.68**	**0.97**	**0.60**	**1.12**	**0.00**	**0.43**	**0.58**	**0.61**	**0.92**	**0.41**	**0.75**	**1.15**	**0.84**	**0.51**	**0.61**	**0.68**	**0.59**
MEDIAN	**0.00**	**1.00**	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**1.00**	**1.00**	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**0.00**	**1.00**	**1.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**
Base	**188**	**35**	**39**	**32**	**51**	**24**	**7**	**76**	**70**	**64**	**166**	**15**	**3**	**45**	**25**	**44**	**33**	**76**	**100**	**11**	**38**	**58**	**29**	**85**	**103**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 29.
Q12. Excluding yourself, do you have adult family members living in your household who are...?
65 to 79 years of age
80 and older

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HAVE ADULT MEMBERS 65 TO 79 YRS																									
Yes	22	18	25	18	24	20	28	19	20	23	22	22	4	**14**	**27**	**25**	**33**	**17**	**16**	**37**	**28**	**26**	**9**	18	25
No	78	82	75	82	76	80	72	81	80	77	78	78	96	**86**	**73**	**75**	**67**	**83**	**84**	**63**	**72**	**74**	**91**	82	75
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**
HAVE ADULT MEMBERS 80 AND OLDER																									
Yes	10	13	15	3	6	16	11	9	10	8	**10**	**7**	**31**	5	15	9	11	10	8	14	10	12	7	**15**	**6**
No	90	87	85	97	94	84	89	91	90	92	**90**	**93**	**69**	95	85	91	89	90	92	86	90	88	93	**85**	**94**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 30.
Q13. What is the ZIP code of the area you live in?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
AREA OF RESIDENCE																									
Urban Honolulu	28	100	0	0	0	0	0	0	0	0	**26**	**24**	**53**	**19**	**35**	**17**	**40**	**22**	**26**	**38**	35	34	29	**33**	**22**
Windward	12	0	0	0	0	100	0	0	0	100	**12**	**9**	**0**	**21**	**13**	**7**	**2**	**5**	**16**	**13**	9	9	11	**8**	**15**
Pearl City/Aiea/Moanalua	18	0	100	0	0	0	0	0	0	0	**17**	**18**	**34**	**12**	**19**	**21**	**9**	**23**	**14**	**19**	18	9	21	**21**	**15**
Ewa/Kapolei	7	0	0	49	0	0	0	100	0	0	**9**	**2**	**12**	**16**	**4**	**5**	**7**	**5**	**10**	**7**	3	10	10	**7**	**7**
Leeward Coast	8	0	0	51	0	0	0	0	100	0	**5**	**27**	**0**	**2**	**1**	**27**	**1**	**16**	**3**	**5**	6	11	7	**9**	**6**
Central O'ahu	19	0	0	0	84	0	0	0	0	0	**21**	**17**	**0**	**22**	**16**	**12**	**36**	**20**	**24**	**10**	27	17	17	**14**	**24**
East Honolulu	5	0	0	0	0	0	100	0	0	0	**6**	**3**	**0**	**3**	**13**	**2**	**0**	**5**	**4**	**6**	0	5	4	**5**	**6**
North Shore	4	0	0	0	16	0	0	0	0	0	**5**	**0**	**0**	**5**	**0**	**8**	**5**	**5**	**4**	**2**	3	5	2	**3**	**4**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 31.
Q14. What is the ZIP code of the area where you work or attend school?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
ZIP CODE OF WORK/SCHOOL																									
East Honolulu	6	**10**	**5**	**4**	**0**	**2**	**20**	**2**	**1**	**3**	**5**	**4**	**34**	**8**	**5**	**1**	**3**	5	5	7	**6**	**3**	**14**	6	5
Urban Honolulu	39	**54**	**51**	**23**	**30**	**22**	**50**	**25**	**20**	**25**	**41**	**48**	**48**	**33**	**36**	**43**	**53**	40	46	29	**27**	**48**	**33**	37	41
Windward	7	**0**	**0**	**11**	**7**	**33**	**4**	**3**	**3**	**30**	**8**	**11**	**0**	**13**	**6**	**12**	**2**	10	8	3	**3**	**9**	**6**	6	9
Pearl City/Aiea/Moanalua	9	**4**	**25**	**13**	**7**	**2**	**0**	**3**	**6**	**3**	**10**	**9**	**10**	**4**	**8**	**17**	**3**	13	8	7	**7**	**6**	**7**	7	12
Central O'ahu	9	**2**	**2**	**8**	**24**	**9**	**0**	**9**	**7**	**1**	**11**	**0**	**0**	**13**	**9**	**3**	**10**	13	9	3	**8**	**7**	**16**	10	7
'Ewa Plain	1	**0**	**0**	**9**	**1**	**0**	**0**	**20**	**2**	**1**	**1**	**0**	**8**	**2**	**3**	**0**	**2**	0	2	3	**0**	**3**	**3**	1	1
North Shore	1	**0**	**0**	**1**	**5**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**3**	**1**	**1**	**0**	2	2	0	**1**	**3**	**0**	0	3
Leeward	1	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**26**	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**0**	0	2	2	**4**	**1**	**0**	0	2
Other	1	**0**	**0**	**2**	**3**	**1**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**1**	**1**	**1**	**4**	0	2	1	**2**	**0**	**4**	1	1
Refused/don't know/unknown	25	29	16	24	23	31	25	35	33	36	19	25	0	23	31	19	23	17	18	46	41	20	16	30	19
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 32.
Q15. What is your ethnic identification?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
ETHNICITY																									
Caucasian	23	16	16	28	28	42	13	31	15	12	23	14	54	100	0	0	0	19	26	26	14	24	34	20	26
Chinese	8	11	14	2	4	6	8	3	0	2	7	11	4	0	0	0	0	8	6	10	7	3	8	10	6
Filipino	15	21	8	8	27	2	0	26	8	11	15	18	0	0	0	0	100	13	16	16	28	16	12	15	15
Hawaiian/part-Hawaiian	20	13	23	44	18	13	8	19	54	57	21	32	0	0	0	100	0	28	21	10	17	29	15	19	22
Japanese	20	25	21	6	14	23	50	7	5	6	20	9	15	0	100	0	0	12	19	32	12	19	20	18	22
Korean	1	4	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2	1	0	4	2	0	3	0
African American	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Native American/Native Alaskan	1	0	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	2	0	0	0	0	0	2	0
Samoan	0	0	0	0	0	0	5	2	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Hispanic	0	0	0	2	0	0	0	3	1	0	0	3	0	0	0	0	0	0	1	0	1	0	0	0	1
Indian (South Asian)	1	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	4	0	0	2	0
Other	3	0	1	2	5	8	0	1	1	0	3	1	0	0	0	0	0	5	2	1	4	1	0	2	3
mixed	6	9	6	8	5	4	4	3	9	5	5	10	27	0	0	0	0	8	7	4	8	7	10	9	4
Don't know/refused	2	1	3	1	0	0	12	3	1	3	2	2	0	0	0	0	0	0	1	1	0	0	0	1	2
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 33.
Q16. What was your age on your last birthday?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
AGE CATEGORY																									
18 to 24	13	**10**	**20**	**23**	**12**	**8**	**0**	9	24	13	12	25	27	**4**	**4**	**22**	**12**	40	0	0	**27**	**11**	**0**	**12**	**14**
25 to 34	19	**17**	**22**	**21**	**24**	**7**	**29**	25	20	17	22	15	24	**23**	**15**	**23**	**16**	60	0	0	**8**	**24**	**25**	**24**	**14**
35 to 44	20	**12**	**13**	**20**	**33**	**28**	**20**	27	19	21	24	8	17	**23**	**17**	**21**	**24**	0	49	0	**15**	**19**	**28**	**15**	**26**
45 to 54	21	**27**	**18**	**16**	**19**	**28**	**12**	17	16	17	23	23	19	**23**	**22**	**22**	**21**	0	51	0	**15**	**22**	**34**	**23**	**20**
55 to 64	11	**14**	**11**	**9**	**8**	**15**	**12**	10	10	13	10	16	8	**11**	**17**	**5**	**16**	0	0	46	**13**	**12**	**10**	**10**	**12**
65+	13	**20**	**15**	**11**	**5**	**13**	**18**	11	11	15	8	13	5	**16**	**22**	**8**	**12**	0	0	54	**23**	**12**	**4**	**15**	**12**
Don't know/Refused	1	1	1	0	0	2	9	1	0	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0	2
MEAN	**44.23**	**48.18**	**43.35**	**39.78**	**40.91**	**47.86**	**46.40**	**42.21**	**40.68**	**45.18**	**42.39**	**42.49**	**38.22**	**46.15**	**50.83**	**39.36**	**45.18**	**26.31**	**44.94**	**66.94**	**45.81**	**44.20**	**44.03**	**44.11**	**44.36**
MEDIAN	**43.00**	**47.76**	**41.00**	**38.73**	**42.00**	**48.65**	**41.69**	**40.00**	**39.08**	**43.52**	**42.00**	**45.00**	**32.20**	**44.28**	**51.71**	**36.81**	**43.00**	**26.00**	**45.00**	**66.00**	**42.00**	**43.99**	**43.38**	**43.00**	**42.00**
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 34.
Q17. And what was your household income for 2005, before taxes?

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono -lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Ewa/ Kapo -lei	Wai- anae	Wai- ma- nalo	Drive/ Ride	Ride Bus	Other/ else	Cauca -sian	Japan -ese	Hawai -ian	Fili -pino	18-34	35-54	55+	<$35K	$35K- $75K	$75K+	Male	Fe -male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HOUSEHOLD INCOME																									
under $25,000	10	16	13	10	6	6	0	8	21	15	8	14	34	5	6	10	11	13	5	16	52	0	0	11	9
$25,000 - but under $35,000	9	9	6	2	20	9	0	6	12	18	8	14	9	7	6	6	26	8	9	12	48	0	0	6	12
$35,000 - but under $50,000	13	20	3	12	12	10	20	17	21	9	15	5	0	10	19	14	20	13	11	16	0	39	0	11	14
$50,000 - but under $75,000	20	21	13	35	20	16	13	28	23	17	21	20	15	24	12	32	16	22	21	17	0	61	0	22	18
$75,000 - but under $100,000	13	13	14	15	10	12	9	13	7	14	13	12	0	18	13	9	10	10	19	7	0	0	100	15	10
$100,000 and above	17	7	24	11	18	23	41	14	6	10	18	1	43	16	23	14	6	17	19	14	0	0	0	18	15
Don't know/Refused	18	14	27	16	15	26	18	14	10	16	17	34	0	20	21	14	11	18	16	19	0	0	0	16	21
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

Table 35.
Q18. Gender.

	TOTAL	OAHU REGION						AREAS OF INTEREST			DRIVE TO WORK/SCHOOL			ETHNICITY				AGE			INCOME			GENDER	
		Urban Honolulu	Aiea/ Pearl/ Moanalua	Ewa/ Lee -ward	Centrl Oahu/ North Shore	Wind -ward	East Honolulu	Ewa/ Kapolei	Waianae	Waimanalo	Drive/ Ride	Ride Bus	Other/ else	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<$35K	$35K-$75K	$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
GENDER																									
Male	51	**61**	**59**	**55**	**39**	**35**	**47**	52	52	48	52	41	50	44	46	48	51	57	46	52	45	52	61	100	0
Female	49	**39**	**41**	**45**	**61**	**65**	**53**	48	48	52	48	59	50	56	54	52	49	43	54	48	55	48	39	0	100
Base	**403**	**111**	**72**	**60**	**92**	**47**	**21**	**134**	**130**	**101**	**318**	**43**	**13**	**94**	**81**	**82**	**59**	**131**	**168**	**100**	**78**	**132**	**50**	**205**	**198**

**** Shading denotes differences significant at the p≤0.05 level.***

APPENDIX
Survey Instrument

WARD RESEARCH, INC.

RESPONSES TO TRANSPORTATION SOLUTIONS

WR3769

Record Number_____(v01)

Interviewer Name_____ Time Ended_____

Date_____ I.D.#_____(v02) Time Started_____

Respondent Name_____ Total Minutes_____(v03)

Respondent Phone Number □□□-□□□□ (v04)

****

Hello, I'm (_____) from Ward Research, a professional market research company in Honolulu. We're conducting a survey for the Oahu Metropolitan Planning Organization or OMPO, which is the government agency for transportation planning on Oahu. May I speak to a head of your household, please?

First, let me verify that you are over 18 years of age.

S1. Do you or does anyone in your household or immediate family work...**(READ LIST)**

	Yes	No
For a market research firm	1	2
For the state Department of Transportation	1	2
For the city Dept. of Transportation Services	1	2
In transportation planning or engineering	1	2

IF "YES" TO ANY, THANK & TERMINATE

Q1. The agency is updating the Oahu Regional Transportation Plan which is the official guide for developing major long-term land transportation facilities and programs on Oahu. Before this plan is finalized, we would like to get your input.

I will read you a series of statements and please tell me if you strongly agree, agree somewhat, disagree somewhat or strongly disagree with each. First: Traffic congestion is a serious problem.... (**REPEAT AND READ LIST**) **(9=DON'T KNOW)**

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	
On Oahu	4	3	2	1	(v)
Between Kahala and Pearl City	4	3	2	1	(v)
In Leeward Oahu	4	3	2	1	(v)
In Central Oahu and the North Shore	4	3	2	1	(v)
In East Honolulu	4	3	2	1	(v)
In Windward Oahu	4	3	2	1	(v)

(**NOW READ STATEMENTS**)

The existing roadway system is adequately maintained.	4	3	2	1	(v)
The existing bus service is adequate	4	3	2	1	(v)
The existing bikeways are adequate	4	3	2	1	(v)

Q2. I'll read you some potential transportation improvements intended to address congestion by widening existing highways. Please rate each on a 10-point scale, with 10=extremely important in improving Oahu transportation and 1=not at all important. First.... **(READ LIST)**

Widening Farrington Highway, Makaha to Kapolei ..... ☐☐ (v)

Widening Farrington Highway, Kapolei to Waipahu..... ☐☐ (v)

Widening H-1, Pearl City to Kahala ..... ☐☐ (v)

Widening Kamehameha Highway, Mililani to Waipio..... ☐☐ (v)

Widening Kamehameha Highway, Kaneohe to Pali Highway..... ☐☐ (v)

Widening Kunia Road in Schofield to Farrington Highway ..... ☐☐ (v)

Widening Likelike Highway ..... ☐☐ (v)

Widening Pali Highway ..... ☐☐ (v)

Widening Nimitz Highway ..... ☐☐ (v)

IF RATED '10' TO 2+ PROJECTS, ASK THE FOLLOWING. IF ONLY ONE RATED '10,' CODE THIS BELOW AND SKIP. IF NONE RATED '10,' ASK THE FOLLOWING.

Q2a. (**IF RATED 2 OR MORE '10,' SAY**:" You rated ___ and ____ a '10' on the 10-point scale.) Which one project do you feel is the <u>most</u> important for relieving congestion on the highways?

Farrington Highway, Makaha to Kapolei..... 1 (v)
Farrington Highway, Kapolei to Waipahu 2
H-1, Pearl City to Kahala..... 3
Kamehameha Highway, Mililani to Waipio 4
Kamehameha Highway, Kaneohe to Pali Highway 5
Kunia road, Schofield to Farrington Highway 6
Likelike Highway..... 7
Pali Highway..... 8
Nimitz Highway..... 9

Q3: Rail Rapid Transit

Q3. The construction of a rail rapid transit system is being planned for the corridor between Kapolei and UH Manoa. If constructed, how often would you use the rail rapid transit system? Would you use it...? **(READ LIST)**

Daily or 4-7 times per week..... 1
Weekly or 1-3 times a week..... 2
Monthly or 1-4 times a month..... 3
Occasionally or 1-6 times a year..... 4
Never 5
Don't know/ Refused **(DO NOT READ)**. 9

Q4: High Occupancy Toll Lanes

Q4a. Would you support construction of an elevated high-occupancy highway for carpools, vanpools and buses from Ewa to downtown along parts of Kamehameha Highway and H-1?

Yes 1
No 2
Don't know **(DO NOT READ)** ..... 9 (v)

Q4b. If such a project were constructed, would you support making it a high-occupancy toll facility, called a "HOT" facility? This facility would allow solo drivers to use it if they pay a toll and if the lanes are not fully utilized by high-occupancy vehicles.

Yes 1
No 2
Don't know **(DO NOT READ)** ..... 9 (v)

Q4c. Would you support construction of such a project if the tolls generated were not sufficient to cover the cost and it would require increased taxes?

Yes 1
No 2
Don't know **(DO NOT READ)** ..... 9 (v)

Q4d. If tolls were charged that you considered affordable, how often would you use HOT lanes? Would you use it…? **(READ LIST)**

Daily or 4-7 times per week ..... 1 **(CONTINUE)**
Weekly or 1-3 times a week ..... 2 **(CONTINUE)**
Monthly or 1-4 times a month ..... 3 **(CONTINUE)**
Occasionally or 1-6 times a year ..... 4 **(CONTINUE)**
Never ..... 5 **(SKIP TO Q5)**
Don't know/ Refused **(DO NOT READ)** . 9 **(SKIP TO Q5)**

IF YES TO DAILY, WEEKLY, MONTHLY OR OCCASIONAL USE IN Q4d, ASKQ4e. OTHERWISE, SKIP TO Q5a.

Q4e. What is the most you would pay to use HOT lanes if it would save you 15 minutes in travel time? Would you pay…? **(READ LIST AND STOP WHEN THEY SAY 'YES')**

$4 or more ..... 6 (v)
Between $3 and $3.99 5
Between $2 and $2.99 4
Between $1 and $1.99 3
Between one cent and 99 cents 2
Pay nothing **(DO NOT READ)** 1

Q5: Pearl Harbor Corridor

Q5a. A new access between Ewa and Honolulu through Pearl Harbor has been suggested to improve traffic conditions. This access could take the form of either a tunnel under Pearl Harbor or a series of bridges and roadways across Pearl Harbor. Would you support construction of either a tunnel or a bridge across Pearl Harbor?

Yes 1
No 2
Don't know/ Refused **(DO NOT READ)**. 9

Q5b. If a Pearl Harbor bridge or tunnel were constructed and a toll charged that you considered affordable, how often would you use it? Would you use it…? **(READ LIST)**

Daily or 4-7 times per week ..... 1 **(CONTINUE)**
Weekly or 1-3 times a week ..... 2 **(CONTINUE)**
Monthly or 1-4 times a month ..... 3 **(CONTINUE)**
Occasionally or 1-6 times a year ..... 4 **(CONTINUE)**
Never ..... 5 **(SKIP TO Q5d)**
Don't know/ Refused **(DO NOT READ)**. 9 **(SKIP TO Q5d)**

IF YES TO DAILY, WEEKLY, MONTHLY OR OCCASIONAL USE IN Q5b, ASKQ5c. OTHERWISE, SKIP TO Q5d.

Q5c. What is the most you would pay to use a Pearl Harbor bridge or tunnel if it saves you 30 minutes in travel time? Would you pay…? **(READ LIST AND STOP WHEN 'YES')**

$4 or more ..... 6 (v)
Between $3 and $3.99 5
Between $2 and $2.99 4
Between $1 and $1.99 3
Between one cent and 99 cents 2
Pay nothing **(DO NOT READ)** 1

Q5d. Would you support construction of such a tunnel if the tolls generated were not sufficient to cover the cost and it would require increased taxes?

Yes 1
No 2
Don't know/ Refused **(DO NOT READ)**. 9

Q6: Second Access to Communities

Q6. Some communities on Oahu have asked for a second route to their areas for various reasons such as evacuation from natural disasters, traffic accidents, congestion relief and hostage control. I'll read a short list, and if there were only enough money to build one project, which of the following would provide the most benefit? A second access to...? **(READ LIST)**

Mililani Mauka 1
The North Shore 2
Wahiawa 3
Makakilo 4
Pacific Palisades 5
The Waianae Coast 6
Don't know/ Refused **(DO NOT READ)**. 9

Q7: Bikeways

Q7a. Funding for construction of bikeways on Oahu, as identified in the state bicycle master plan, is being considered. Do you think putting the bicycle master plan in place should be a high priority?

Yes 1
No 2
Don't know **(DO NOT READ)** ..... 9 (v)

Q7b. If bikeways are built, funding may not be available for other projects. To fund construction of bikeways, would you be willing to give up the following projects? First... **(READ LIST)**

	Yes	No	
Beautification projects	1	2	(v)
Congestion relief, for example, new roads, road widening	1	2	(v)
Rail transit projects	1	2	(v)
Safety projects, for example	1	2	(v)
Providing communities with a second route to their areas	1	2	(v)
Nothing should be given up for bikeways	1	2	(v)

Q7c. If a bikeway was accessible to you, how often would you use it for transportation purposes, for example, riding to work or doing errands, rather than for recreation or exercise? Would you use bikeways...? **(READ LIST)**

Daily or 4-7 times per week 1
Weekly or 1-3 times a week 2
Monthly or 1-4 times a month 3
Occasionally or 1-6 times a year 4
Never 5
Don't know/ Refused **(DO NOT READ)**. 9

Now I have just a few questions for classification purposes only…

Q8. What means of transportation do you usually use to go to school or work? **(DO NOT READ)**

Drive or ride in a car	1	
Take a bus	2	
Ride a bicycle	3	
Ride a moped	4	
Walk or travel on foot	5	
Take an airplane	7	
Ride a motorcycle	8	
Work at home	9	
Don't work	10	
Other (specify)	11	
None, don't travel	12	
Refused **(DO NOT READ)**	13	(v)

Q9. How did you get to work (or school) today? **(DO NOT READ)**

Drive or ride in a car	1	
Take a bus	2	
Ride a bicycle	3	
Ride a moped	4	
Walk or travel on foot	5	
Take an airplane	7	
Ride a motorcycle	8	
Work-study at home	9	
Don't work or go to school	10	
Other (specify)	11	
None, don't travel	12	
Refused **(DO NOT READ)**	13	(v)

Q10. During the past 30 days, how many times did you ride *TheBus*? ☐☐ (v)

Q11. Do you have children under age 18 in your household?

Yes	1	**(CONTINUE)**
no	2	**(SKIP TO Q13)**
Refused **(DO NOT READ)**	9	**(SKIP TO Q13)**

(v)

(IF YES IN Q11, ASK:)

Q11a. How many are…? **(99=DON'T KNOW/REFUSED)**

Less than five years of age	☐☐	(v)
5 to 12 years	☐☐	(v)
13 or older	☐☐	(v)

Q12. Excluding yourself, do you have adult family members living in your household who are…?

	Yes	No
65 to 79 years of age	1	2
80 and older	1	2

Q13. What is the zip code of the area you live in? ☐☐☐☐☐ (v)
(99 = refused)

Q14. What is the zip code of the area where you work or attend school? ☐☐☐☐☐ (v)
(99 = refused)

(FIELD: ALLOW FOR SCHOOL NAME TO BE GIVEN IF ZIP CODE IS NOT KNOWN)

Q15. What is your ethnic identification? (**IF MIXED, ASK**) Would that include Hawaiian?

Caucasian....1
Chinese....2
Filipino....3
Hawaiian/part-Hawaiian....4
Japanese....5
mixed....6
other *(specify)*....8
Don't know / Refused **(DO NOT READ)**....9

IF OTHER IN Q15, CODE APPROPRIATE CATEGORY:

Q15a. (OTHER ETHNIC)

Korean....1
African American....2
Native American or Alaska Native....3
Samoan....4
Vietnamese....5
Marshallese....6
Hispanic....7
Asian Indian....8
Guamanian....9
Other....9

Q16. What was your age on your last birthday? (99 = refused) ☐☐ (v)

Q17. And was your household income for 2005, before taxes: **(READ LIST)**

under $25,000	1	
$25,000 - but under $35,000	2	
$35,000 - but under $50,000	3	
$50,000 - but under $75,000	4	
$75,000 – but under $100,000	5	
$100,000 and above	6	
refused **(DO NOT READ)**	9	(v)

Q18. (**RECORD ONLY, DO NOT ASK)** Gender:

male	1	
female	2	(v)

In the event my supervisor wants to verify this interview, may I have your first name please? (RECORD).

That was my last question. Thank you very much for your help in completing this survey.

The preparation of this document was financed in part through grants form the U.S. Department of Transportation, Federal Transit Administration and Federal Highway Administration, under Chapter 53 of 49 U.S.C. and 23 U.S.C. The contents of this document do not necessarily reflect the official views of the U.S. Department of Transportation.